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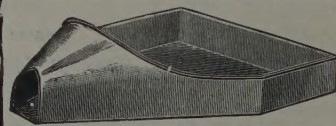
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"R. F." and "R. F. & C." Solid Woven Belting is now in use in a large percentage of Elevators in the United States and Canada, is recognized by progressive Elevator builders and operators as the most economical and satisfactory belt to be had for leg or conveyor work.

If interested and you want the best, write us for particulars and samples.

Every user of this belt is a booster for it.

W. H. Salisbury & Co., (Inc.)

Established 1855

166-168 Wabash Avenue

CHICAGO

The King Buckhorn Machine

¶ This machine is a very valuable addition to any seed cleaning equipment in a buckhorn community.

¶ It is also of equal value to the farmers and land owners of this same community.

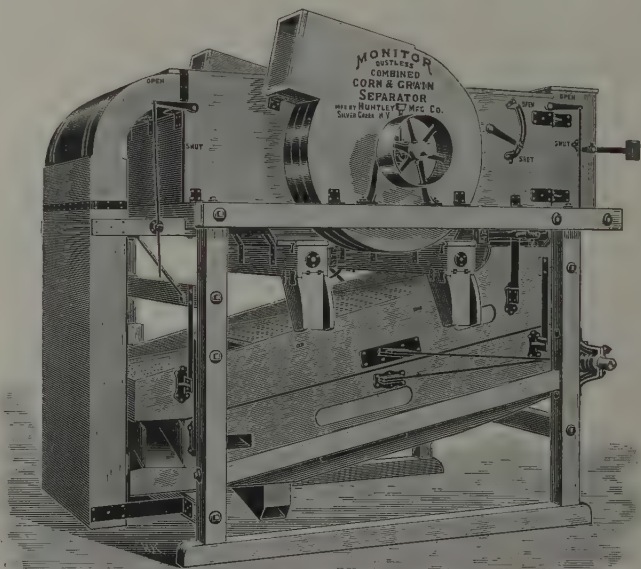
¶ Write for our booklet which gives full detailed description and prices of machines.

¶ We will be glad to send it at once. We are always glad to answer questions.

J. M. KING & SON
NORTH VERNON, IND.

THE MONITOR

For Corn, Oats and Wheat



Combined Corn and Grain Cleaner
(PATENTED)

—This cleaner carries two individual screen outfits, thus two kinds of grain can be cleaned without change of screens.

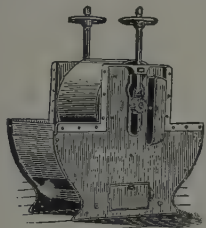
—This is the
Original Combined Cleaner

It is imitated, but not equaled, owing to several important patents we own.

—We guarantee perfect work and economy in cost of operation. Send for circular.

Huntley Mfg. Co.
Silver Creek, N. Y.

Cast Iron Elevator Boots.



Clean out door upon each side. Equipped with iron pulleys and take ups having ample bearing surfaces.

Heavy and substantial, no better made.

Size cups	Net price	Size cups	Net price
8x5	- \$13.50	11x6 or 7	- \$19.50
9x5	- 15.00	12x6 or 7	- 22.50
10x5 1-2	- 16.50		

Other sizes at proportionate prices. Send for our NET PRICE catalog containing a full line of elevator machinery and supplies.

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Grain Shipping Ledger

FORM 24

An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. A page is given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

Across top of left hand page is printed "Shipments To....." the column headings, on this page are: Date Shipped; No.; Car Initial; Car No.; Kind of Grain; Grade; Bushels or Weight; Price; Am't of Dratt; Remarks. The right hand page is ruled with column headings as follows: Date Returned; No. Bushels Returned; Grade; Date Sold; Price; Freight Paid; Other Charges; Total Charges; Over Charges; Net Proceeds; Balance. Above the date column on each page are the figures "190..." In the column headed "No." on each page is a column of figures running consecutively from 1 to 50, thus numbering the lines on each page for quickly following record across the double pages.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

GRAIN DEALERS JOURNAL

255 La Salle Street, Chicago, Illinois

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Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL

OF CHICAGO.

COSTS 15 CENTS PER LINE.

Sold My Elevator For \$5.10

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(Successor to W. E. Riley)

DEALER IN

Grain, Seeds and Coal

Montpelier, Ohio, Aug. 31, 1909.

The Grain Dealers Journal,

Chicago, Ill.

Dear Sirs:

Please discontinue my ad. in the "Grain Dealers Journal". I have sold my elevator to the S. S. Earhart Grain Co. of Burkettsville, Ohio. Send bill and I will remit.

Thank you for selling my elevator.

Respectfully yours,

D. A. LANTZ.

THIS IS THE AD THAT DID IT

FOR SALE OR TRADE—Grain, seed, coal and feed business, in Northwestern Ohio, on Wabash R. R. Plant includes 15,000 bu. capacity, gasoline power, iron clad cribbed elevator building, coal house for 400 tons coal, ware room, barn, private switch, all in first class condition. Handles about 100,000 bu. grain and about 4,000 tons coal per year. Doing good paying business. Owner is obliged to retire. Would exchange for improved land up to \$6,000. Can give long time on balance with int. at 5%. Price \$11,500. About one acre of land goes with this plant. Located in town of 3,000. Address Riley, Box 2, Grain Dealers Journal, Chicago, Ill.

Two insertions, at 15 cents per line cost only \$5.10. We can do the same for others.

If you have anything to sell to grain dealers, write us for particulars.

Grain Dealers Journal

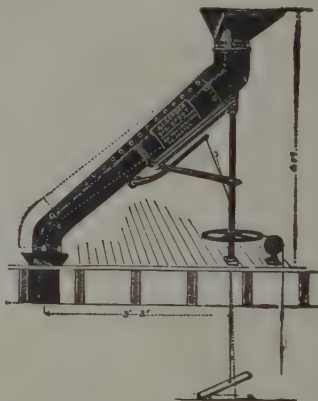
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is the cheapest—it will give satisfaction at all times, and can be depended upon when wanted most.

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I make a Specialty of Elevator and Mill Spouting. Write for Particulars

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We have a first class up-to-date plant for the manufacture of perforated metal, and can fill orders promptly. Our prices are right, and we furnish goods which we guarantee to be the best. A screen that lays flat and fits the frame not only does better work but increases capacity. We know how to make them. Prompt shipment is our rule.

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Northwestern Agents for
Richardson Automatic Scales
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THE RELIANCE AUTOMATIC DUMP CONTROLLER



does not require time or labor in operating, is in the road in the sink or in driveway. It is simple, durable and easily attached to any drop dump. All prominent elevator contractors recommend it.

In our experience in grain elevator building we find there is often a great objection raised by the farmers about the hard dropping of their wagons in dumping; also that expense often accrues to grain men for repairs to wagons broken in this way.

It has been in use over the central grain states two years. We have letters from a great number of users who speak of it in the highest terms, and say they will not do without it.

We guarantee it to give satisfaction.

Shipped on 30 to 60 days trial. Price, \$12.00.

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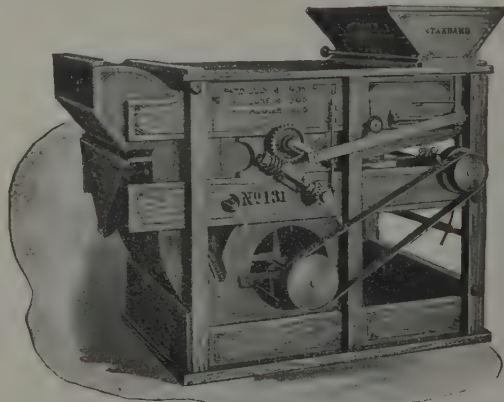
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Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride. ☺

IN the July 25th issue we called your attention to the Blast Regulator of the Standard Cleaner.

Now our traveling brushes, each screen has a set of brushes of its own, any one of which may be used, or removed at the operators pleasure. Any desired pressure against the screens may be obtained by simply adjusting the regulating lever at the back of the machine, it not being necessary to stop the machine. Our brushes travel lengthways of the screens, doing better work, and without injuring the meshes of the screens as would be the case in brushes traveling crossways. They insure full working capacity by keeping the screens clean.



There are other unexcelled points about this machine which we will tell you about if you will write us. For any kind of a cleaning machine write the

International Mfg. Co.

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CHAS. A. TAPPAN

OKLAHOMA CITY

Designing and Constructing Engineer
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Complete plants erected.

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Machinery and equipment furnished and installed.

Let me figure with you. A personal interview would be better. Probable result: money for both of us. You want largest return on smallest possible investment. Let me show you how to do it.

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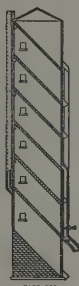
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Especially Designed for Economy
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Builds the best fire-proof construction
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NOT AN EXPERIMENT. OVER 20,000 IN USE.
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Grain Elevators, Flour Mills and Complete Plants for
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We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked, and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success, we do it.

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WE BUILD FIRST-CLASS ELEVATORS

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Ellsworth Mill & Elevator Co.	Ellsworth, Kansas.	1
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Should be built to hold all the grain put into them.
Economical in operation. Equipped to do a large amount
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THE LARGEST Brick Elevator

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FULL LINE OF ELEVATOR MACHINERY
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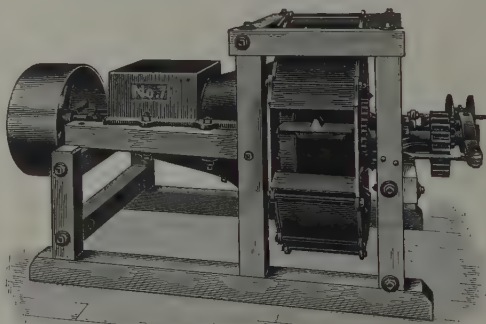
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The Improved U. S. Corn Sheller Is Now Ready



Second Patent Pending.

It is mounted on a well braced wood frame, separate fan with interchangeable cups, run at reduced speed, which delivers the corn and cobs from the sheller without force or dust annoyance. These are only part of the advantages. Write and we will tell you all about it.

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A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

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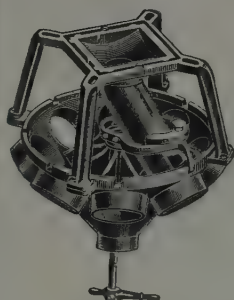
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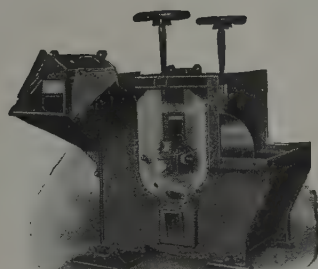
A simple device that meets every requirement of grain

distribution, and bin filling perfectly.

Unrivalled in economic results.

All distributors, save only this, mix grain in distribution.

**Non-
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Permits each bucket to completely fill automatically; and never choke, resulting in constant operation and great capacity.

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Every kernel is uniformly conditioned without checking.

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Absolute satisfaction guaranteed.

Built in capacities from 10 bushels to 1000 bushels per hour.

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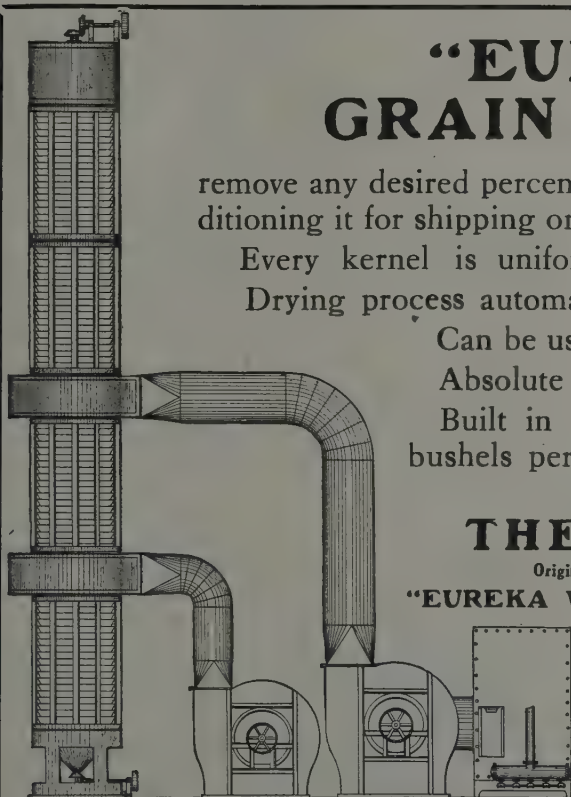
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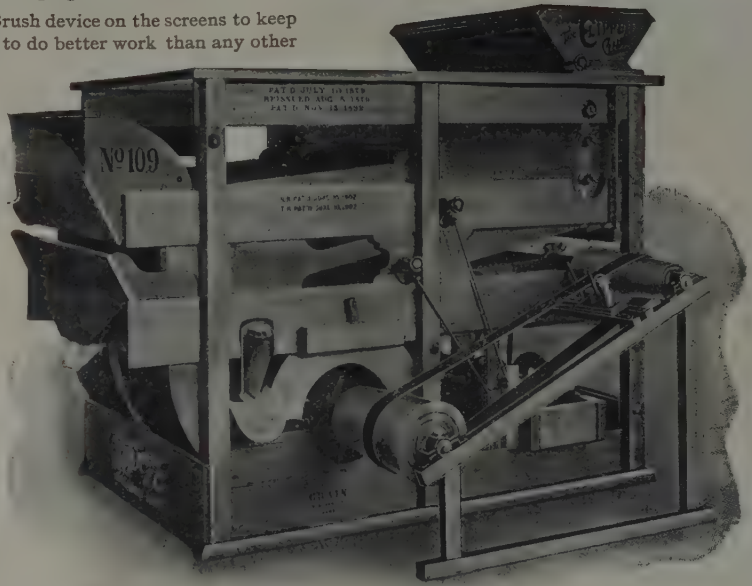
E. A. PYNCH, 412 S. 3rd ST.,	MINNEAPOLIS, MINN.
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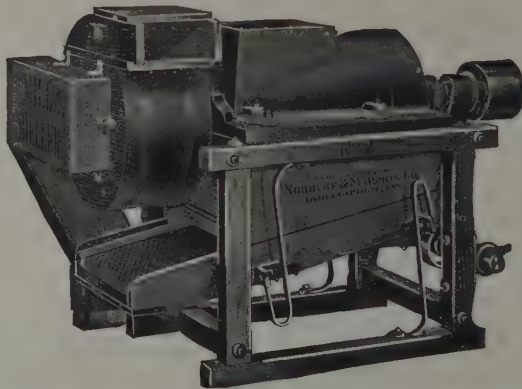
The No. 109 Clipper Seed and Grain Cleaner

Shown here has our perfect Traveling Brush device on the screens to keep them from clogging, which enables it to do better work than any other cleaner. It also has our Special Air Controller, which an experienced man will see at a glance is a perfect device for regulating the Air Blast. It has three full length screens and one-half length scalper screen which makes it very desirable for handling dirty or chaffy seed, grain or corn. The excellent results obtained on this machine and the small amount of power required by it will surprise you if you have not operated one of our Cleaners.

We guarantee it to give perfect satisfaction on clover or timothy seed or any kind of grain and it can be operated with one-fourth the expense for power of any suction cleaner on the market. If you are looking for a first-class, up-to-date cleaner of good capacity, we would be glad to send you catalog and give prices and particulars upon request.



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A Combined Sheller and Cleaner for small mills and country elevators. Simple, durable and economical. Cylinder discharges on head end of shaker, thus obtaining full benefit of screens. The most

efficient combined machine of small capacity on the market. Built in two sizes, 40 to 100 bushels capacity. Send for Catalog 568.

Our line includes mill and elevator supplies of all kinds, power connections, grain handling appliances and many special machines for mills and elevators.

Estimates cheerfully furnished.

NORDYKE & MARMON CO.

America's Leading Mill Builders

Established 1851.

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NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

Speaks for Itself:

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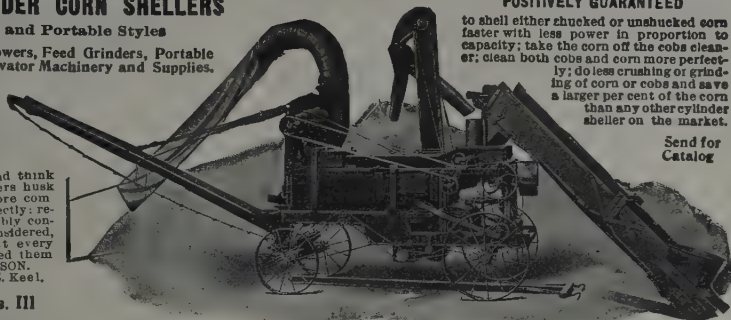
Marseilles Mfg. Co., Marseilles, Ill.

Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; require less power in proportion to capacity; are more durably constructed and costless, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.

KEEL & SON.
By J. Z. Keel.

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POSITIVELY GUARANTEED

to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

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Catalog

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HEART OF CITY BUT QUIET LOCATION—

ACROSS THE STREET FROM BOARD OF TRADE BLDG.

BETTER THAN RATES INDICATE

AMERICAN	With Private Bath	\$2.50 Up	EUROPEAN	With Private Bath	\$1.50 Up
	Without Bath	\$2.00 Up		Without Bath	\$1.00 Up

JAY G. WILBRAHAM, Prop'r.

“All Ab-o-o-r-r-d Big 4 Route For In-de-nap-lis”

Attend the ANNUAL MEETING of the

Grain Dealers National Ass'n

at Indianapolis, Ind., Oct. 6, 7 and 8, 1909.

Most of the Western dealers have decided to go from Chicago via the **Big 4 Route**, on the train leaving 11:45 p. m., to which special sleepers will be attached, and passengers may remain in cars until 7:30 a. m. Reserve your berths now. Some have already done so.

Those who desire to get to Indianapolis earlier can take any of the following trains and travel with friends coming back:

Leave Chicago	9 a. m.	1 p. m.	9 p. m.	Fare \$3.70	Sleeper \$2.00 per Berth
Arrive Indianapolis	2:40 p. m.	6 p. m.	3:30 a. m.		

The 13th Annual Meeting of the Grain Dealers National Association in Indianapolis, Oct. 6, 7 and 8, promises to be one of the best the organization has ever held. You cannot afford to miss it. Make your reservations early. Write

The GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

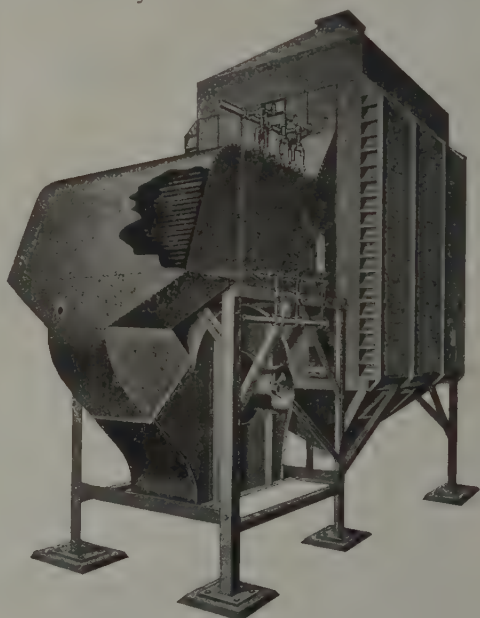
or I. P. SPINING, General Northern Agent, Big Four Route, 238 Clark St., Chicago, Ill.

Turn Loss Into Profit

Fall Rains and early frost foretell loss for many Elevator men.

It means that much damp and wet grain will be literally forced on the market.

How to handle it profitably is the great problem and the one which we have scientifically solved.



The Hess Ideal Drier is adapted to prepare damp grain so it will bring the most profitable prices.

It has stood the test of time.

It is made in various sizes for large and small elevators.

We keep them in stock ready for prompt shipment.

Write today for prices and particulars.

Hess Warming & Ventilating Co.

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CHICAGO, ILL.

Ask also, about our Moisture Tester.

OHIO Corn Shellers

300 to 1500

bushels per hour

PATENTED



Fan Discharge Sheller

Shellers either style, Fan Discharge or Regular with adjustable cylinder.

The heaviest and most durable Shellers made, giving greater capacity and Guaranteed to give satisfaction.

Can ship promptly.

Write for catalogue and prices.



Regular Sheller

We have every facility for furnishing elevator men with all kinds of equipment.

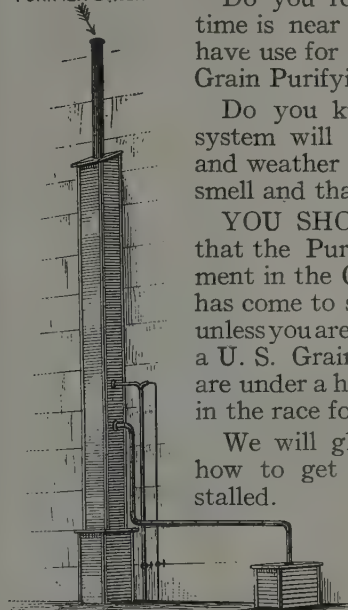
Send us your specifications and let us know what you need in the machinery line.

We will treat you right. Write us.

THE PHILIP SMITH MFG. CO.
SIDNEY, OHIO

MR. ELEVATOR OWNER!

PURIFIER STACK



Do you realize that the time is near when you will have use for an up-to-date Grain Purifying System?

Do you know that our system will remove water and weather stains, ground smell and that musty odor?

YOU SHOULD KNOW that the Purifying Department in the Grain Business has come to stay, and that unless you are equipped with a U. S. Grain Purifier you are under a heavy handicap in the race for profits.

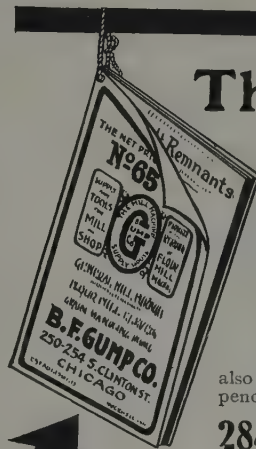
We will gladly tell you how to get a System installed.

Write
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Once

U.S. Grain Purifier Company

EARL PARK, IND.

This Book FREE



¶ We want to send our New Net Price Book No. 65R to every Elevator Operator and Grain Dealer.

¶ It gives full and complete descriptions of all kinds of Machinery such as you need every day, also supplies. It is really a compendium containing

284 Pages of Prices

¶ It is the most complete catalog we have ever published and lists practically every standard device and supply article you will need in the conduct of your business.

¶ You should have this book always in your office.

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Mail me Catalog 65R.

Name

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MANLIFTS

DO you know that a good manlift in your elevator will decrease your insurance ten per cent. All the up-to-date dealers are installing them. They save steps and time.

The "Western" Manlift is simple and absolutely safe. Has all the automatic attachments found in any other.

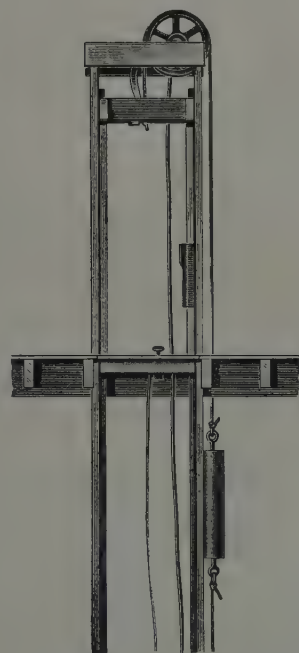
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FLEXIBLE SPOUTS

WE manufacture them in all styles from several gauges of steel, and in any length desired, with either round or square heads.

Better see if you are not in need of one.

Write for our New Catalog No. 26, showing everything needed in an elevator.



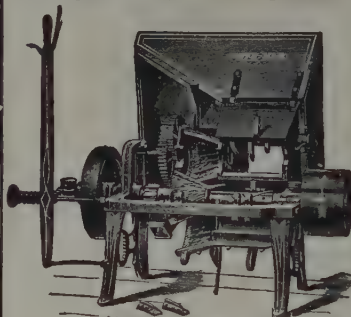
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Manufacturers "WESTERN" MACHINERY
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Bowsher Feed Mills

(SOLD WITH OR WITHOUT ELEVATOR.)

Crush ear corn (with or without shucks) and Grind all kinds of small grain; *separately or mixed*. Will grind Kaffir Corn in the Head. Have Conical Shaped Grinders. CAN RUN EMPTY WITHOUT INJURY.

Different From All Others

Lightest Running
Best Built. Finest Finish.

HANDIEST TO OPERATE

SEVEN SIZES: From 2 to 25 h. p. (Also make Sweep Mills, both Geared and Plain.)

They are Built for Business.

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ANTI-FREEZING SOLUTION

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RHODES' CALCIUM CHLORIDE

Will not rust, absolutely odorless. Will not evaporate, lasts all winter.
Five (5) pounds to a gallon of water will not freeze 54° below zero.

PRICES:— 700 lb. drum, 1c per lb. 100 lb. can, 3c per lb.
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(Send for circular.)

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Your Profits

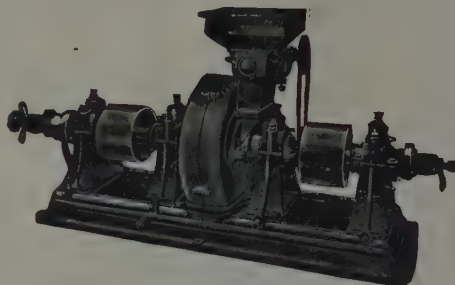
at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

Monarch Feed Mill

Let us prove it to you by sending you one on trial. **WRITE US**

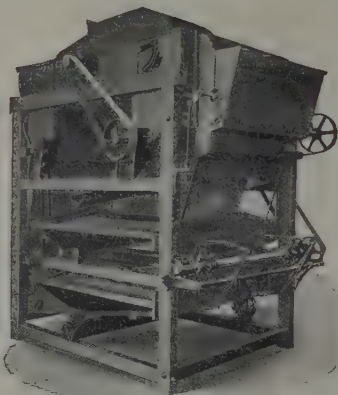
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**CLEANERS FOR ALL CLASSES OF GRAIN AND SEEDS.**

CORNWALL'S DOUBLE SEPARATOR will clean all kinds of grain. It has two shaking motions assuring large capacity and fine cleaning. It has sieves with motion in line with travel of grain for removing straws and coarse material and sieves on which grain travels across line of motion for close separations.

Sieve cleaners clean every inch of sieves several times a minute. They work under the sieves and lift out everything caught in the holes.

The CORNWALL CORN CLEANER has valuable features possessed by no other Corn Cleaner.

The VICTOR CORN SHELLER is standard and known everywhere for durability and efficiency.

We furnish complete machinery equipments for Grain Elevators,
Malt Houses, Cereal, Corn, Feed, Flour and Cement Mills.

ALSO GRAIN DRYERS OF ALL CAPACITIES.

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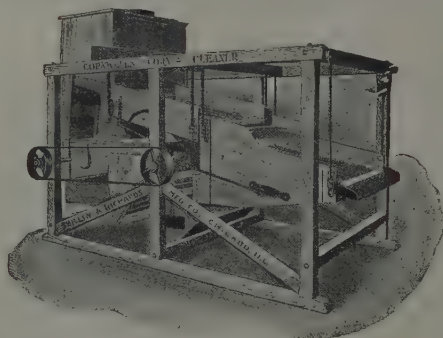
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AVERY AUTOMATIC SHIPPING SCALES

USE THE SCALE recognized by the
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"On Nov. 27th we filed a claim with the R. R. Co. for \$15.92 being loss of 27 bushels of corn from car shipped from Stronghurst to Chicago, this corn being weighed by **Avery Automatic Scale**. There was NO RECORD of the car leaking, when it arrived at Chicago, but we received payment for the claim on Dec. 15th. Stronghurst, Ill., W. H. Perrine & Co., Dec. 21, 1908."

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Take Safe Measures and Use a Richardson Automatic Grain Scale

The railroads will accept its weights because the railroads use the scale themselves, thus your shipments are safe and you will be paid on your weights.

You know the scale is right because you see its beam balance with every load.

It will weigh grain of varying gravity accurately and can be reset for a change of grain in thirty seconds.

No multiplication of error due to multiplied levers—Guaranteed to weigh within one-half bu. in carload—Specially designed to weigh uncleaned grain—Absolutely can not be choked or stopped by cob which is weighed with the grain—Takes up small space—Nothing to get out of order—Made by scale experts and engineers of highest caliber and greatest experience.

Quality—Finish—Maximum Efficiency. Prompt Shipments.

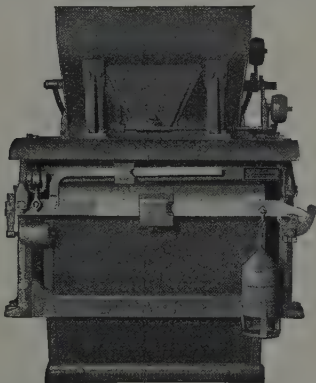
RICHARDSON SCALE CO.

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An AUTOMATIC SCALE Not An AUTOMATIC PUZZLE



SONANDER AUTOMATIC SCALE.

is a **Standard Scale** to which have been added simple parts to secure automatic and continuous weighing. It's just like the scale you have always used, only it's automatic.

There is never any doubt or mystery.

It is guaranteed to handle a greater variety and condition of grain, *clean or dirty*, whole or ground, with greater ease and greater accuracy than any other automatic scale. Such a guarantee will be made to you.

The Sonander is self-testing, no platform or other scale is required. *It occupies less space than others.*

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FOR RETAIL COAL DEALERS

It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

It contains spaces for 6,000 wagon loads. Each page is ruled with column headings, as follows: Date, Ledger, Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8½x14 inches and contains 150 numbered pages of superior ledger paper. Well bound with best binder board, covered with cloth, leather back, and round leather corners.

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GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

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Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

Grain Testers Flax Scales

Wheat, Flax and Seed
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needed now.

Send Us Your Order.
Complete Line Prices Right

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You'll Be Happy

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NEW ERA

Passenger Elevator

It's the Easiest Running
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It has many exclusive features
Write for further information
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Sidney Elevator Mfg. Co.
SIDNEY, OHIO.



Buffalo Grain Tester

With Buffalo Filler



BUFFALO SCALE COMPANY BUFFALO, N. Y. CHICAGO NEW YORK

NOW IS THE TIME

to install a Car Puller on account of the bad condition which the R. R. tracks will be in shortly—covered with snow and ice. It will then be almost impossible to move a car with a pusher. Here is a car puller we can furnish complete for \$36.00.

BURRELL MFG. CO.

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CHICAGO, ILL.



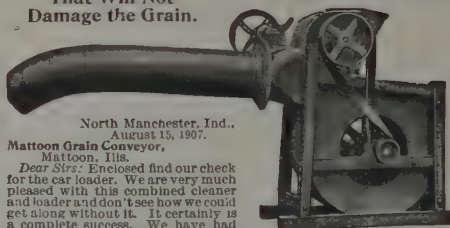
The ONLY Car Loader
That Will Not
Damage the Grain.

COMBINED Grain Cleaner and Pneumatic CAR LOADER

The ONLY Machine
that Will Clean and Load
at the Same Time.

For Descriptive Circular
and Prices — Address:

Mattoon Grain Conveyor Co. MATTOON, ILL.



North Manchester, Ind.,
August 15, 1907.

Mattoon, Ills.

Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load cars perfectly and that too without breaking or grinding the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is one must see it work. We like it well enough that we expect to put in one or two more soon. Very truly,
KINSEY BROS.

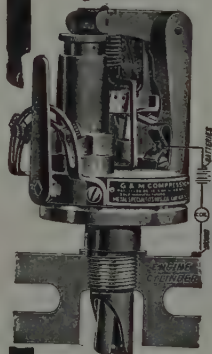
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Throw Away Your Hot Tubes
and All Unsatisfactory Forms
of Ignition. Use

G. & M. Compression Igniters

We can save you
money, time and
trouble.

Spark may be
easily and quickly
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gine will develop
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The G. & M. Compression Igniter saves gaso-
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shoots it quicker, thus transferring all the gaso-
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The G. & M. Compression Igniter soon pays for
itself by the saving in fuel and the absence of
loss of time and trouble.

The G. & M. Compression Igniter is extremely
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If your dealer does not handle this, kindly
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Metal Specialties Mfg. Co.

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PAYS FOR ITSELF SEVERAL TIMES



In the last issue we told how our loaders pay for themselves by saving help but there is another way. One firm told us when they paid for their loader it was the best investment they had put in their house, notwithstanding it was difficult to get at their drive making it more expensive for them than in most elevators, and a year later they said they figured it had paid for itself several times in the improvement it made in the poor oats they run through it. We claim so much for our loaders, it is not surprising back up those claims by offering to ship the loader on trial and take all the chances ourselves. We carry all sizes in stock, and fill nearly every order the same day it is received.

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WITTE ENGINES

USE GAS, GASOLINE OR KEROSENE

make a dependable power for Elevator and Mill work. Your plant is running in one minute, no time lost getting ready for short runs. The equipments are complete and conform to insurance rules.

FIVE YEAR BOND GUARANTEE

Our elevator engines have wipe feed oil systems, vertical valves auto noiseless mufflers and many other advantages. If you use the **WITTE** you help us advertise. So write for our introducing proposition stating size wanted.

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OTTO ENGINES

Are doing the work of the world and doing it well. 100,000 of them are making money for 100,000 satisfied users. You can become a profit sharer by sending for a catalogue and telling us your needs.

The Otto Gas Engine Works, PHILADELPHIA, Pa. N.N.



FOOS Gas Engines

are economical

For the wipe spark igniter, positively driven, never fails to fire a charge of fuel.

Mechanically operated valves admit fuel charge into cylinder at atmospheric pressure, increasing the efficiency of the engine.

Foos Engines are built in the largest exclusive gas engine plant in America, having the advantage of superior shop equipment, are accurately machined and carefully erected, avoiding friction losses usual to most engines.

Write for catalog No. 20, giving all details regarding Foos Engines.

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Operators of Gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance:

The Practical Gas Engineer, by E. W. Longenecker, M. D., Price, \$1.00.
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Plain Gas Engine Sense, by E. L. Osborne, Price, \$1.00.

For any of the above address,
Grain Dealers Journal
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Install An Engine That Avoids Power Troubles

Give the matter of the engine you will install a little careful thought now and you will avoid a world of worry after a while.

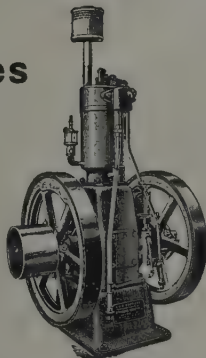
There is every quality that goes to make satisfactory service in

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The judgment of disinterested users is the safest guide in engine buying. There are thousands of I. H. C. engines in service and every user will testify to their thorough efficiency. Install an I. H. C. engine and get known quality.

Made in sizes from 1 to 25 H. P. and in styles to meet all power requirements. Get catalog and particulars from International local agents or write direct to home office.

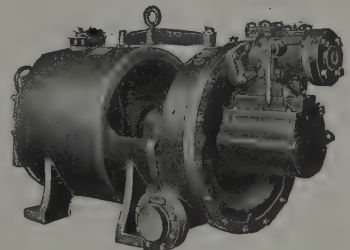
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 Wherever boilers are used—
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The ideal current source is a Curtis Steam Turbine Generator

No matter where your plant is located or how much or little work it does in a day—it needs electric light. Little planing mills as well as immense plants in the big lumber producing districts have need for the best light



The best light is electric light—the way to produce it is by means of a Curtis Steam Turbine Generating Set. Great economy—great convenience—great satisfaction—all accompany its use.

Curtis Steam Turbine Generating Sets are made in sizes suitable for every use. The smallest will furnish current for 100 incandescent lamps. The largest will fill any commercial requirement.

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Sales Offices in all Large Cities.

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FOR SALE—A fifteen thousand bushel elevator, in a good Iowa town. Address West Bend Savings Bank, West Bend, Ia.

ELEVATORS FOR SALE.

Three Kansas Elevators for lease or sale. Address Box 75, Hutchinson, Kansas.

FOR SALE OR LEASE—My elevator in Iowa. Good reasons for selling. Address Chance, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—An elevator in good condition and doing a good business or will trade for Registered Percheron Mares and One Stallion. Apply Alex Mitchell, Jasper, Minn.

FOR SALE—Ill., Iowa and Ind. elevators. Some with lumber and coal in connection. Make your wants known, we can locate you. Address Potter, Davis & Co., Galesburg, Ill.

TWENTY fine openings in OKLAHOMA GRAIN ELEVATORS for hustlers to do a good business this fall. Write immediately to Weatherwax & Co., 9 East Dewey, Sapulpa, Okla.

FOR SALE—Elevator in the best corn and oat belt of Illinois. Good business in grain, coal and hogs. Capacity 80,000 bus. Address S. L. P., Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevators in the corn belt of Ohio and Indiana. Have several choice propositions. Give us an idea of where you would like to locate and the amount you desire to invest. Tri-State Elevator Co., Hicksville, O.

One or more elevators for sale, or will trade for first-class farm lands at cash value. Elevators situated in Northwestern Iowa and Southeastern South Dakota, on C. & N. W. R. R. Address Box 678, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND LUMBER YARD FOR SALE in northern Iowa, doing good business. Also elevator N. E. Iowa with large territory, price right. Correspondence solicited. Address B. M. I., Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE: A 20,000 bu. capacity Elevator, Gasoline Engine, Dump Scale, in first-class condition. Located in Southeastern Minnesota on C., M. & St. P. Ry. Receipts over 100,000 bu. Good business. Write R. E. JONES CO., Wabasha, Minn.

18,000-bu. Elevator on C. G. W. R. R. in So. Minn. Handles 50,000 to 100,000 bu. annually. Equipped with gas engine, one leg, scales and dump. All in good condition and newly shingled. Price \$2,800. Would take Auto in part payment. Only elevator at station. Address Brown, Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE—In Southern Minnesota, 10,000 bu. capacity balloon frame elevator, up-to-date equipment; hopper scales, Loader Fairbanks engines, cleaner, also 18 inch attrition mill in connection, good crops, fine territory and plenty of business; good reasons for selling. Address L. J. R., Box 5, care Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE—Good grain, hardware, and implement business in Central Iowa. Address J. C., Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—30,000 bu. Elevator located good town western Indiana. Good Corn Crop. Address X. Y. Z. Box 5 Grain Dealers Journal, Chicago.

FOR SALE—A good paying elevator, in north central Indiana, in good wheat, oats and corn belt. A bargain if sold soon. Address S. Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two good plants for sale part cash, balance time. Each station handles 150,000 bushels annually, corn, oats, and wheat. Plants in fine condition, well equipped; community buys grain on good margins. Address C. A. Rola, % Grain Dealers Journal, Chicago, Ill.

FOR SALE—Small line of elevators, doing a good business, in the best part of Southern Minnesota where crop prospects never looked better at this time of year. Reason for selling; too much other business to attend to. Address Lock Box 99, Henderson, Minn.

TWO IOWA elevators for sale—Have two elevators in central northern Iowa on the C. M. & St. P. R. R. in good grain territory and will sell for cash or trade for S. Dak. land. My reason for selling is that I live too far away to look after same. Address Carl, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Line of elevators doing a good business in Southwestern Minnesota. Local and crop conditions never better. Houses all in good repair, equipped with good machinery. Line always been a money maker. Full particulars on application. Address Minnesota, Box 6, Grain Dealers Journal, Chicago, Ill.

TO EXCHANGE for land: Grain, coal and feed business in Illinois on C. & A. Ry. Plant includes 50,000 capacity gasoline power iron clad cribbed elevator building; cribs for 15,000 bushels ear corn, coal houses for 200 tons hard and soft coal, feed grinder, etc. All in first class condition. Handles 150,000 bushels grain annually. Price \$10,000. R. N. F., Box 12, Grain Dealers Journal, Chicago, Illinois.

HERE IS A MONEY MAKER.

We have for sale one roller flour mill in our town, size 36x58, 40 ft. high, brick engine room 24x36, storage room 32x36 one story, elevator 20x30, capacity 12,000 bus.; the machinery is nearly all new. This is a money maker for the right man that can swing it. The reason we have it for sale is the party has other business and is no miller. It is a 100-bbl. mill, and by running day and night, 24 hours, you can turn out 200 bbls. It is on the main line of the C. B. & Q. R. R. and has a side track to the mill. The mill has good local trade and a splendid exchange business. We will accept a good stock of merchandise on the deal as trade or good farm land. If you want a good business that will make you money here it is in a good farm country. Can get all the wheat here you want; it is all winter wheat. Let us hear from you at the earliest date. Address W. A. Knuth & Co., Oxford, Nebr.

ELEVATORS FOR SALE.

A GOOD PAYING ELEVATOR in Northeastern Indiana for sale. A bargain if sold soon. Address Bargain, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—An up-to-date elevator, located in the best grain producing portion of Ohio. Building, machinery and everything as good as new. Address, J. L. M., Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—22,000 bu. elevator, built of 2x6 oak cribbing, weather board siding; 25 H. P. Olds Gasoline engine, one 12 in. leg, terra cotta engine room and office, private loading switch and ground, connected with the E. J. & E. Ry. and the B. & O., 35 miles east of Chicago in first class grain country; for information write Cadwell & Salyers, Malvern, Iowa.

FOR SALE—20,000 BU. IRON-CLAD CRIBBED ELEVATOR in 12,000 city central Ind. best ty. and perfect conditions. Ship 125 cars grain—2 private switches—1 on the 200x200 private ground to 400 ton coal bins. Wholesale and retail flour and feed buildings (new iron clad) containing office and scales for whole business—Mdse. net profits, \$1,500.00 covering elevator expense. All for \$13,500.00, good terms. Owner has to retire. Grain profits all net. Must be sold before Oct. 10th. John A. Rice, Frankfurt, Ind.

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To Buy or Lease Elevator, W. Ohio or E. Ind. Address J. E. Owens, Greenville, Ohio.

WANTED—A good elevator, 10 to 15,000 capacity. must show good shipments, S. E. Nebr. or N. E. Kansas preferred. L. L. Coryell, Auburn, Nebr.

ELEVATOR WANTED—No objection to handling coal and feed; give full particulars and price. Address H. N. S., Box 5, Grain Dealers Journal.

ELEVATOR WANTED—In exchange for residence property in Ohio. City of 100,000 population. Give full description and price. Address J. H. M. Box 6, Grain Dealers Journal, Chicago.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED: Western Ohio or eastern Indiana. Give full particulars and price for cash in first letter. The Buckland Mfg. Co., Buckland, Ohio.

YOUR OPPORTUNITY

WANTED—Active or silent partner (will incorporate if desired) to finance receiving and shipping business. Have had 20 years experience in grain business for self, and the last three years as manager for a large shipping house. My name is a trade mark throughout the entire East. Member of Chicago Board of Trade. Address, O. P. P., Box 6, Grain Dealers Journal, Chicago.

HELP WANTED.

WANTED—A Good Man to work in elevator and do general work, handling grain and coal. J. J. Grosenbaugh, Coon Rapids, Ia.

WANTED—Capable man to run grain elevator, gasoline engine; good point near Aurora. Address Kersten & Smiley, Plainfield, Ill.

WANTED—An experienced elevator and warehouse superintendent; good opportunity for right man. Send reference. Address E. & W., Box 6, Grain Dealers Journal, Chicago, Ill.

Side Line—Wanted Salesmen all States. Lawn Grass Seed Bulk and pkgs. 10% commission. Take orders for prompt and spring delivery. Answer at once. John No. 6, Grain Dealers Journal, Chicago.

WANTED—Salesmen everywhere to sell G. & M. Compression Igniters as a side line. Every Gasoline engine in use should have one. Exceptional opportunity. Very liberal commission. See ad on page 366. Metal Specialties Co., 427-441 Randolph St., Chicago, Ill.

WANTED—Young man stenographer experienced in the sale of flour and all kinds of feed, who can operate typewriter and handle the correspondence without dictation. Advise in full experience and salary expected. B. Strong Grain Co., Conway Springs, Kansas.

MACHINES WANTED.

USED MACHINERY WANTED. Do not let your unused grain elevator machinery rust out. Sell it and put the money to work. List it with us free of charge. Elevator Man's Exchange, No. 28 S. Clinton St., 6th floor. Chicago, Ill.

PARTNERS WANTED.

PARTNER WANTED—Experienced man to buy stock in connection with country elevator. Good location. Address John, Box 6, Grain Dealers Journal, Chicago.

ELEVATOR BROKERS.

ELEVATOR BROKERAGE—Parties wishing to buy or sell elevators should write me. My extensive experience at your service. Correspondence confidential. J. A. Rice, Frankfort, Ind.

WANTED—To List Elevators For Sale. Have a number of buyers; also have some good propositions to offer. Write me. J. D. Chancellor, Broker, Fowler, Ind.

WE BUY, SELL OR EXCHANGE Ohio, Indiana and Michigan Elevators. No sale, no commission. Many years experience. Write us. Tri-State Elevator Co., Hicksville, Ohio.

WANTED—Elevators to Sell. Buyers for good elevators in Illinois, Iowa and Nebraska. What have you to trade? Write today. Kearney Elevator Brokerage Co., Kearney, Neb.

SITUATIONS WANTED.

WANTED—Situation as manager of elevator. Have had 25 years experience. Address H. L. Windsor, Bethalto, Ill.

POSITION WANTED—As Grain Buyer, 12 years experience. Have also handled lumber. Address M. F. Perry, Box 267, Rushville, Ills.

POSITION WANTED—As traveling solicitor, by experienced grain man. Iowa alone or Iowa and S. Dakota preferred. Address Iowa, Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—By all around grain man, as auditor, asst. mgr., or any good position. Employed. Write for particulars. Address, Austin, Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of country elevator by experienced and capable young married man; can give best of references. Address A. D. S., Box 5, care Grain Dealers Journal.

POSITION WANTED as manager of line of country elevators. Long experience in grain business. Member of Chicago Board of Trade. Address F. G. R., Box 6, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—By experienced grain man. Qualified to fill any position. Until ability is proven, salary a secondary consideration. What have you? Address F. Einstman, Jr., 2117 Indiana Ave., Chicago, Ill.

SITUATION WANTED as manager of grain elevator or solicitor for grain firm; would put up time and experience against capital in grain enterprise; 5 yrs. exp. A-1 ref. Age 30; single. Address Moy, Box 3, Grain Dealers Journal, Chicago.

MILLS FOR SALE.

200 BARREL FLOURING MILL. Will sell to highest bidder, sealed bids, Saturday, October 2nd. For complete information write Morton & Martin, Lewiston, Mont.

ALFALFA MILL FOR SALE—In best Alfalfa Belt in the west. New complete plant. Now making one ton per hour. Good reason for selling. Address Alfalfa, Box 6, Grain Dealers Journal, Chicago, Ills.

EASTERN NEBRASKA MILL FOR SALE—New, 150 bbl. steam power, best wheat country, fine shipping facilities and home trade. Forced to sell. Worth \$25,000. Price \$15,000. Balance long time, will lease. Address J. S. Ehrenberger, Schuyler, Nebr.

50-BBL. water and steam power grist mill for sale; up-to-date machinery, first class condition, both machinery and building, excellent location, good custom trade, plenty of wheat raised near mill. Property cost \$8,000; must be sacrificed and no reasonable offer will be refused; must be sold at once. NATIONAL INVESTMENT CO., 582 Brandeis Bldg., Omaha, Nebr.

MILLS FOR SALE.

FOR SALE—A long established well known profitable 300-bbl. Cornmill and grain business in large growing Southern City; parties desiring to step into a paying proposition without the trouble of starting a new concern, apply to A. B. Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Wholesale grain business in Wichita, Kan. Member Wichita Board of Trade; is one of the leading firms; has the most complete office fixtures, files, grain lists and tariffs in Wichita. Reason for selling, owner's health. Address 1031 South Topeka Ave., Wichita, Kas.

FOR SALE 400 barrel Spring Wheat Mill & Elevator in Minnesota. Strictly modern and up-to-date. Have long list of customers and mill running every day. Location in a city of 15,000 population. Three railroads. Will accept part cash and time paper from responsible parties for balance, or will make a trade for something we can handle. Address Minnesota, Box 6, Grain Dealers Journal, Chicago.

FOR SALE—A first class feed and meal mill and residence; mill ground 150 x 142 ft.; Residence lot 100x142 ft.; 4-room house; mill doing good business; good chance for flour and coal trade. \$7,500 cash takes residence and mill. Invoice stock at cost. 40 h.p. gas engine, never failing water. Reason for selling, other business interests need my entire attention. Situated in Edna, Kas. M. A. P. R. Ry. Those interested address Edna City Feed Mill, Edna, Kas.

SCALES FOR SALE.

SCALES for elevators and mills; lowest price. Chicago Scale Co., Chicago.

FOR SALE—Fairbanks Track Scale. in good order. Maximum weight one hundred thousand pounds. Octo Grain Co., Octa, Ohio.

FOR SALE: 14 Fairbanks and Howe hopper scales good as new, sizes 100 to 1,000 bu. Omaha Scale Co., 10th & Douglas St., Omaha, Nebr.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

ONE FAIRBANKS STANDARD SCALE WITH sixty bushel hopper all complete, never been used; two No. 2½ Prinz scourers in good order; No. 2 Monitor Milling Separator. Will sell at half price. J. A. Hinds & Co., Corona Flour Mill, Rochester, N. Y.

SCALES FOR SALE—Slightly used or rebuilt scales, guaranteed in good condition at half prices. 100-ton, 42-ft. and 36-ft. Standard; 80-ton, 42-ft. and 60-ton, 38-ft. Fairbanks; 10-ton, 14-ft. 6-ton, 14-ft. 5-ton, 14-ft. Fairbanks wagon; 200 and 150 bu. hopper, Fairbanks; 2,500-lb. and 1,200-lb. Howe dormant; 600-lb. Fairbanks flour dormant; several portable scales; all offered subject to prior sale; also new scales; all sizes to 200-ton capacity, for sale or exchange. Repairing and testing a specialty. Standard Scale Co., 25 N. Canal St., Chicago, Ill.

ENGINES FOR SALE.

GASOLINE engines for sale, 10 h.p.
Temple Pump Co., 15th Place, Chicago.

FOR SALE—1-6 h.p. Gasoline engine;
guaranteed to be in good first class condition. \$125.00. Address Box 4, Kelley, Ia.

28-H.P. Charter Gasoline Engine; used few weeks on light work; guaranteed good as new; has magneto and all accessories. \$450.00 f. o. b. Butts, Oxford, New York.

FOR SALE—30 h.p. Webster Gasoline Engine in running order; not large enough for our use. Can be seen at Wolfs, Ills. Address Kerstin & Smiley, Plainfield, Ill.

One 15 H.P. Fort Wayne Gasoline Engine, complete with tanks, batteries, and all equipment, ready to operate. Fine condition. McDowell, Stocker & Co., 121 N. Jefferson St., Chicago, Ill.

ENGINES FOR SALE—Gasoline Engine 8 h.p. Weber, practically new Engines and Producers, all sizes for immediate shipment. Standard Scale Co., 25 N. Canal St., Chicago, Ills.

Second Hand Gasoline Engines: We have a 4, 4½, 6, 14, 20 and 25 H. P. Want to dispose of them quickly. Fine engines. Low prices. Write.
Harris Machinery Company,
Minneapolis, Minn.

GASOLINE ENGINES FOR SALE.

50 H.P. Nash.
25 H.P. Columbus.
25 H.P. Fairbanks Morse.
22 H.P. Fairbanks Morse.
20 H.P. Ohio.
12 H.P. Fairbanks Morse.
6 H.P. Fairbanks Morse.
4 H.P. Fairbanks Morse.
3 H.P. International.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 62 West Monroe St., Chicago, Ill.

ENGINES WANTED.

WANTED—We are in the market for a 10 to 15 horse power 2nd hand gasoline engine in first-class condition. Kinsey Brothers, North Manchester, Ind.

We Sell
OKLAHOMA
GRAIN ELEVATORS
WEATHERWAX & CO., Sapulpa, Oklahoma

ENGINES AND BOILERS.

FOR SALE—Two boilers, 72x18; head ½ inch steel; shell, ¾ inch; flues 4-inch; 88 pounds pressure; made by Murray Iron Works Co. Address Rosenbaum Bros., 77 Board of Trade, Chicago, Ill.

Corliss Engines, Rebuilt, second hand: 10x24-in. 14x24-in., 12x30-in., 14x36-in., 14x42-in., 16x42-in., and larger. Standard Engines complete; also boilers, pumps, heaters and complete steam plants, second hand. Write for description and price. Harris Machinery Company, Minneapolis, Minn.

REBUILT ENGINES AND BOILERS.

The cleanest and most thoroughly rebuilt, all our own and in stock. Not scattered everywhere and merely listed.

ENGINES—CORLISS: 20x48" Wheelock, 20x42 Allis, 18x42 Hamilton, 16x42 Lane and Bodley, 14x36 Lane and Bodley, 14x24 Wright, 12x30 Allis, etc.

ENGINES—AUTOMATIC: 16x32 Buckeye, 15x14 Erie, 14½x16 Buckeye, 14½x14 Ball & Wood, 13½x15 Taylor, 13x16 Erie, 12x14 Green, 12x12 N. Y. Safety, 10x10 Fisher, 9½x12 Leffel, 8x10 Allfree, etc.

ENGINES—THROTTLING: 18x24 Erie, 16x20 Chandler and Taylor, 16x18 Erie, 14x24 Atlas, 13x16 Chandler and Taylor, 14x14 Lewis Vertical, 10x16 Owens, Lane and Dyer, 10x12 Industrial, 9x12 Ajax, 8x12 Climax, 7x12 H. S. & G., 6x8 Clark, etc.

BOILERS—STATIONARY: 72x18 High Pressure, 72x18 Standard, 72x16, 66x16, 60x20, 60x16, 54x16, 54x14, 54x12, 48x16, 48x14, 44x14, 40x12, 40x9, 36x16, 36x10, etc.

BOILERS—FIRE BOX: 80, 60, 50, 40, 35, 30, 25, 20, 16, 12, 10 and 8 h. p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5, and 3 h. p., etc.

HEATERS: All sizes, open and closed.

PUMPS: All sizes, Single and Duplex.

SCALES: Five-ton Fairbanks, Wagon Scales. Also full assortment of new machinery.

Sole manufacturers of the celebrated "LEADER" INJECTORS and JET PUMPS. Send for circular. THE RANDLE MACHINERY CO., 1748 Powers St., Cincinnati, O.

MACHINES FOR SALE.

FOR SALE—Two Invincible Needle Screen Gravity Separators, \$100.00 each. Four H. A. Barnards No. 3 Dustless Elevator Separator, \$100.00 each; One Clipper Grain Cleaner \$40.00;

Three 1,000 bus. Fairbanks hopper scales with timbers, \$100.00 each. Lots of other bargains. Address La Crosse Wrecking Co., Wabasha, Minn.

FOR SALE—One No. 2 Cornwall Corn Cleaner good condition excepting sieves, one size; 2 Barnards Dustless Receiving Wheat Separator, first class condition; one No. 2½ Western Rolling Screen Corn Cleaner, and one No. 3 Hercules Corn Scourer in good condition. Bargain if taken quick; need the room. Bossemeyer Bros., Superior, Nebr.

MACHINES FOR SALE.

FOR SALE—One Abbott Check Punch, good condition, price \$10.00 at Cleveland. The Union Elevator Co., Cleveland, Ohio.

FOR SALE—Good Elevator Chop Roll, 12 x 16; cheap, all good condition; also a meal bolt. Emil Brunner, Hope, Kansas.

TWO BARGAINS—One 18-inch, 2 high roll feed mill, \$50.00. One No. 2 Clipper Seed Cleaner \$15.00. The Metamore Elevator Co., Metamora, Ohio.

FOR SALE—No. 9 Invincible Grain Cleaning Separator, good as new. Can be seen in operation if call soon. Michigan Central Elevator Co., Joliet, Ill.

GRAIN TESTERS: Three sizes, one pint, one quart and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

FOR SALE: Two Standard Warehouse Corn Shellers, 300 to 500 and 500 to 700 bu. per hour. Bargains. Address B. S. CONSTANT CO., Bloomington, Ill.

FOR SALE AT A BARGAIN—One U. S. No. 2 undershot corn sheller good as new, can make over shot if desired, only been used a short time, will make low price if answered quick. Chas. Henn, Borton, Ill.

FOR SALE—One No. 109 Clipper seed cleaner with blower attachment, counter shaft and 35 sieves. Good as new. A bargain for somebody. The Farmers' Mercantile and Elevator Co., Lindsey, Ohio.

FOR SALE—Cheap, A Western Combination Sheller and Cleaner, 2½ size. In good repair. Suitable for small elevator. Too small for our present demands. Capacity about 500 bus. per hr. Morgan Bros. Co., Murdock, Ill.

WE GUARANTEE OUR REBUILT PUMPS to be equal to new in efficiency and durability; pumps, compressors and engines repaired, bought, sold and exchanged. The Pump Shop, 170 N. Desplaines St., Chicago, Ill., Tel. Monroe 700.

ONE 10x20 Sinker Davis. One 8x16 Atlas. One 12x24 Atlas. One No. 3 Invincible Clipper. One No. 4 Invincible Receiving Separator. Address J. A. Horn, Oklahoma City, Okla.

FOR SALE—All the elevator machinery and lumber from the large Western Elevator at Wabasha, Minn. Write us for what you want, as we will give the biggest bargains on the market. Address: La Crosse Wrecking Co., La Crosse, Wis.

SECOND-HAND MACHINERY.

Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair High Alfsee, belt drive; 1-7"x15" Alfsee 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas receiving; 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic 25-bu. cap; 1 No. 256 Monarch Magnetic, 50 bu. cap; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular; 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

A STOP ORDER WITH A REASON

GRAIN DEALERS JOURNAL, Chicago.

GENTLEMEN:—Please stop my Elevator Wanted Advertisement as I have received seventeen replies and found what I wanted.

F. L. WINSOR.

Your Wants are Filled Quickly and Cheaply when you Advertise in The Grain Dealers Journal.

The Rate for Advertisements in above Departments is 15 cents per line each insertion.

SEEDS FOR SALE.

Snapped Corn, our specialty. Write for prices. Mott Store Co., Portageville, Mo.

SUNFLOWER SEED, WINTER OATS, CAR LOAD LOTS A SPECIALTY. EBERTS GRAIN CO., NABB, IND.

Re-cleaned seed wheat, Poole, Winter King and other varieties. Write for samples and quotations. S. Bash & Co., Ft. Wayne, Ind.

We have a big crop of Alsylke, a fair crop of Red Clover, Mammoth Clover and Timothy. Write for Prices. S. Bash & Co., Fort Wayne, Ind.

Northern Grown
Winter Wheat and Rye,
Timothy Seed and Early Ohio Potatoes.
N. J. Olsen Co., Moorhead, Minn.

KAFFIR CORN, MILOMAIZE, CANE SEED. Write us for prices, bulk or even weight, sacked, re-cleaned if desired. F. O. B. Okla. City, Kansas City, St. Louis or Chicago. Immediate shipment. Address E. R. & D. C. KOLP, Okla. City, Okla.

SEEDS WANTED.

WANTED—BUCKWHEAT GRAIN. Quote delivered Benton, Columbia Co., Pa. Benton Roller Mills.

Common, German, Siberian, Hungarian and Japanese Millet, Buckwheat, Mustard and White Clover. J. Oliver Johnson, Chicago.

WANTED—Hay and grain shippers in Illinois and Indiana to correspond with me. Sell only on brokerage basis. Work all North Alabama towns. W. L. Lyle, Wholesale broker, Huntsville, Ala.

WANTED—Clover Seed—Any quality or condition; buck-horn lots a specialty; also Clover Tailings. Send fair average samples with bottom prices or ask for bids. C. C. Norton's Sons, Greenfield.

MISCELLANEOUS WANTED.

IF YOU want to buy, sell or exchange an elevator, write, wire or phone us. Tri-State Elevator Co., Hicksville, Ohio.

WE ARE making a specialty of Buying, Selling and Exchanging Ohio, Indiana and Michigan Elevators. Let us know your wants. Address Tri-State Elevator Co., Hicksville, Ohio.

ADDRESS WANTED of V. P. Wayland, formerly of the Economic Construction Co., Chicago; and more recently located at Okmulgee, Okla. Address Anxious, Box 5, Grain Dealers Journal, Chicago, Ills.

WRITE US if you want to sell your elevator or want to buy. We have a large list of elevator bargains and also some good exchanges for elevators. Address Iowa Mill & Elevator Brokers, Independence, Iowa.

THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments Solicited.
Send Us Your Samples.
ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

GRAIN WANTED.

QUOTE ME on all kinds of grain and feed. Isaie Laplante, Fall River, Mass.

NEW WHEAT and oats of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Philadelphia, Pa.

We want Rye, Barley, Choice Red Oats, Cane and Millet Seed, Low Grade Wheat, Wheat Screenings, No. 3 or better White and Mixed Corn, and all varieties of Clover and Grass Seeds. Quote us and send samples. PITTMAN & HARRISON CO., Sherman, Texas.

GRAIN FOR SALE.

FOR SALE—Oats and corn in car lots. Ask for quotations. Buckland Milling Co., Buckland, Ohio.

FOR SALE—Wheat, Corn, Oats, and Kaffir Corn. Delivered prices made on request to any points in the United States. Stevens-Scott Grain Co., Wichita, Kans.

HAY WANTED.

HAY AND STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ills.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

BUCKWHEAT FLOUR FOR SALE.

BUCKWHEAT GRAIN.
BUCKWHEAT FLOUR.
BUCKWHEAT GROATS.
FOR SALE BY
MINER-HILLARD MILLING CO.,
WILKES-BARRE, PA.

INFORMATION FREE.

Readers desiring to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

FERRETS FOR SALE.

4000 FERRETS—Prices and Book mailed free. N. A. Knapp, Rochester, O.

H. MELVIN MAHIN

Commission Dealer in
Kansas and Oklahoma Broom Corn
Consignments Solicited
5300 Armour Ave., Chicago

SALVAGE GRAIN OFF GRADES and DAMAGED GRAIN

Bought and Sold.
WM. B. GALLAGHER, 72 Pearl St., Buffalo, N.Y.

WE ARE DEALERS IN SEEDS
Timothy, Clovers, Millets, Etc.
Also Seed Grain
MINNEAPOLIS SEED CO. MINNEAPOLIS, MINN.

THE ALBERT DICKINSON CO.

Clovers
Timothy
Flaxseed
Bromus inermis
Dwarf Essex Rape Seed
Main Office, CHICAGO, ILL.

SEEDS

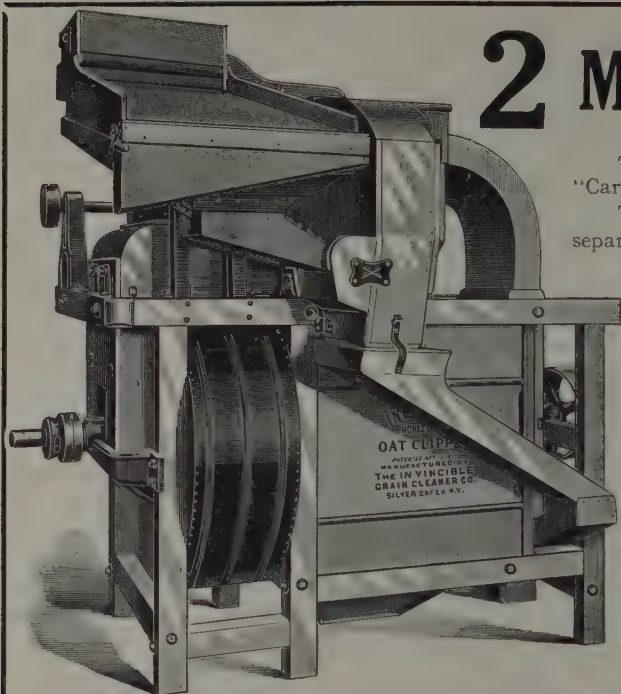
Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Bags, etc.
MINNEAPOLIS, MINN.

SEEDS WANTED

Kaffir Corn, Milo Maize, Cane Seed,
Broom Corn, German, Siberian, Early
Fortune Millet and Sunflower Seed.

Send Samples and Quote Prices in Car Lots.

THE QUAKER OATS CO., CHICAGO, ILLS.



2 MACHINES IN 1

This is a regulation Oat Clipper, fitted with a "Carry-by Spout."

This spout conveys the grain from the first air separation direct to the second air separation, passing it around instead of through the clipping cylinder.

We call this machine

The INVINCIBLE Combination Scourer, Clipper and Cleaner.

By its use the operator can give his grain a sieve cleaning and two air separations without clipping or scouring.

It is "two machines in one."

For further particulars and catalog of other machines write any of the undersigned.

INVINCIBLE GRAIN CLEANER CO., Silver Creek, N. Y.

REPRESENTED BY

J. H. PANK, 512 Traders Bldg., Chicago, Ill., Phone Harrison 667.

C. L. HOGLE, 623 Board of Trade, Indianapolis, Ind.

F. J. MURPHY, 225 Exchange Building, Kansas City, Mo.

N. W. REPRESENTATIVES: STRONG-SCOTT MFG. CO., Minneapolis, Minn.

BEALL CLEANERS

*are cheapest in the
long run.*

THE BEST IS ALWAYS CHEAPEST

**THE BEALL IMPROVEMENTS COMPANY
DECATUR, ILL.**

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month

by the

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255 La Salle Street, Chicago, Ill.

CHARLES S. CLARK,
Manager.

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The Advertising

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the leading journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.

GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., SEPTEMBER 25, 1909.

PUBLICITY is an effective cure for defective and out-of-date methods. Let us hear from you.

MANY NEW leaky car reports in this Number, some of them may be on your shipments. Let us hear from you.

JACK FROST is reported to have chased King Corn quite closely in some sections, but as yet not much damage has been reported.

BADLY STAINED or musty oats can not be expected to grade anywhere but at country elevators and only then when the buyer is asleep.

ALL ABOARD for Indianapolis Oct. 6, 7 and 8. You will be welcome whether you are a member of the National Ass'n or not. Met him there.

CLEARNESS in telegraf messages would prevent many losses and avoid long drawn out differences. Haste and carelessness often result in messages quite at variance with what is desired and intended.

WEEVIL infested cars are now held to be responsible for the destruction of flour, and why not of grain. Shippers can reduce the danger by sweeping the walls as well as the floor thoroly. Of course every elevator is free from the pest.

INDIANA'S state ass'n has the largest membership in its history and is doing very effective work. It merits all the support the dealers are giving it.

YELLOW BELLY wheat would not cause so much trouble to shippers of hard winter wheat sections if they would discriminate more sharply against it when buying.

FROM the way James J. Hill continues to talk about wheat consumption overtaking production one might be justified in believing he has many acres of land for sale.

SAD TO RELATE no one has as yet confirmed the reported resignation of the Secretary of Agriculture, so he may be expected to cling to the office another hundred years.

NO. 2 RED WINTER continues to command an attractive premium in all markets. This should result in an increased acreage of red winter wheat even tho the fields be dusty.

SHORTAGES in grain shipments can often be traced direct to the cause by consulting the reports of cars "Leaking in Transit" as reported in each number of the Grain Dealers Journal.

ST. LOUIS bucket shop keepers received another frightful jar last week. They were arrested as common criminals and will be prosecuted. Horrible, but only a small part of what is due them.

KIND WORDS of appreciation for good service rendered will always make a receiver work more earnestly in the interests of a shipper than all the kicks and overdrafts that can be dreamed of.

A SIGN on an elevator giving the name of the firm operating it will prevent many mistakes and attract some business. It will always prove a profitable investment at stations having more than one elevator.

FRIENDSHIP for farmers is all right, a good thing to have, but that does not make it necessary to pay more for grain than it is worth. It will have no bearing on the value of the grain when it is shipped to the central market.

COUNTRY elevator men who have supplied their farmer patrons with good seed grain which resulted in large yields of superior quality invariably have more and better grain to handle, and what is more essential, they have the good will of the growers.

MISSOURI'S Attorney General proposes to enforce the new law prohibiting deductions from grain shipments and in his efforts he will have the hearty support of nearly every receiver of the state's grain centers. The terminal elevator men of Kansas City have long insisted upon 100 lbs. dockage in spite of every influence brot against the steal.

DYERSBURG, Union City and Little Rock have furnished heavy failures of large cash handlers who seemed determined to do a large volume of business regardless of profit. It is to be hoped others will profit by their experience.

REPORTS of cars Leaking in Transit are always welcome to our columns. When you see one leaking grain, send us the facts for publication and thereby help a brother shipper to collect for his loss and encourage the railroad companies to furnish better grain cars.

UNIFORM feedstuffs laws would bring joy even to Doctor Wiley and feed manufacturers; well it would then be possible for them to form some idea of what is wanted. The present conglomeration of laws is so confusing and mystifying few persons understand them.

REGULATED quotations according to New York's experience with butter, cheese and eggs quotations since the closing of the Mercantile Exchange are not liable to reflect correctly market conditions. Any market which records true values as proved by supply and demand must be free from legal restrictions.

AN UNPROTECTED line shaft in an Indiana elevator was recently responsible for two boys being severely injured and the elevator owner blamed. Set screws can easily be protected by a collar so as to prevent anyone being caught by them. The expense is merely nominal so none can afford not to provide them.

MUCH POOR winter wheat seems to have been rushed to market first, but there is plenty of it still back and shippers who do not buy it right must expect to lose heavily on their purchases. Shippers who have enough backbone to buy by the same grades they must sell the grain generally realize a profit on even the off-grade stuff.

SCALES which are not frequently inspected must be expected to weigh against the elevator man as often as they weigh in his favor, and when grain sellers learn that his scales are weighing against them they will always believe he intended it so in spite of anything he can do. Correct weights can only be insured by frequent inspection.

THE MEMBERS of the Central Freight Ass'n have finally come to believe that all of the provisions of the so-called uniform B/L are not fair to interested parties and members of that organization are now discussing the advisability of changing the bill so as to provide for prompt notification of consignor in the event of refusal or neglect on the part of consignees to receive goods. By so doing, the carriers will promote their own interests in that their rolling stock will be more promptly relieved for the transportation of other freight.

CHILDREN will henceforth be denied admission to several elevators because recently the sons and daughters of elevator owners have been suffocated in the grain bins and at least three men are deeply and grievously impressed with the dangers encountered by children who play in grain elevators. Trouble and lawsuits will be avoided by keeping all children out.

A NEW YORK justice has decided that members of the Stock Exchange need not do business with a member of the Consolidated Exchange. The courts are beginning to distinguish between bucket shops and legitimate exchanges, between bets on quotations and purchases or sales of real property. Even Chicago's big bucket shop—the Open Board of Trade, may yet be condemned by some judge wise to its methods.

FREE STORAGE is again condemned most unanimously by many country elevator men who have favored us with their convictions on this question. We sincerely hope that those who are suffering from the practice will read carefully the opinions of the many who favored the trade with their views in the last and in this number of the Journal. Their opinions are the result of years of bitter experience, such as every man may expect who attempts to secure business by giving free storage.

RECEIVERS who never correct their mailing lists, pay dearly for the dereliction. One Illinois shipper, who has been in possession of his elevator for some time, advises us that both of the firms who preceded him in the operation of the plant are still getting track bids and market information. Firms who are so careless cannot expect to receive any business from the man who is actually in business, because the circulation of such information interferes with his conducting his business at a living profit and his natural resentment of their ignoring his succeeding to the business prompts him to divert his business to firms who are more alert.

DOUBLE taxation is already a fact in Illinois, where grain elevator companies are taxed on the stock issued and on the property purchased with the money received in exchange for the stock. The Federal Government is also preparing to tax corporations whose profits amount to or exceed \$5,000 per year. An Illinois correspondent in this number complains of this double taxation, and with good reason. More will complain when they are called upon to contribute also to the Federal Government, thus paying three taxes while many other property owners pay none. This form of taxation is not likely to prove popular with small corporations and may force many of them into partnerships. It is unfair, unreasonable and unjust.

JOHN DICKINSON, twice expelled from the Chicago Board of Trade, was back in the city this week and credited with appearing as prosperous as ever. The day will come when expulsion from a grain exchange will be a much blacker cloud on a man's reputation than it is today. The public has not yet come to realize the full significance of such disgrace.

FEDERAL INSPECTION was roundly denounced by many delegates to the recent assembly of grain exchanges, the only dealers favorable to it being some of markets now cursed with two political inspection departments. If the federal government ever does secure control of the inspection of grain red tape and official haughtiness will displace any consideration now given to the rights or interests of the grain trade.

ALFALFA was king at Wichita this week, it being the occasion of the Annual Meeting of the National Alfalfa Millers Ass'n and the First National Alfalfa Products Exhibition. Many grain dealers are handling alfalfa who never looked with favor on hay, and no doubt, all dealers in alfalfa growing districts will eventually provide facilities for handling this excellent feed which has gained such favor throughout the country.

TEAM TRACK weights seldom prove satisfactory to anyone excepting where under the direct supervision and control of a well organized Grain Exchange weighing department, and what is more, the work can be done correctly and satisfactorily for much less than 20c a wagon load, which is the fee charged in St. Louis by politicians now living off the trade. If country shippers and receivers will earnestly co-operate, the weighing in all Central markets can be placed in the hands of disinterested, competent weighmen who are interested only in securing correct weights, men who can secure the position only by reason of their ability and retain it only by giving faithful service.

THE INTERSTATE Commerce Commission's prejudice against elevation allowances may not lead it to decide against railroad companies hiring grain transferred from their cars to the cars of other lines, but the Commission seems to be opposed to railroad companies granting any allowances to the man who pays the freight. If the railroad companies would contract with the elevator companies to unload quickly their cars and pay them for such service, independent of any consideration as to who owned the grain, and the elevator man unloaded and cared for any grain carrier sent to him for transfer, then would carriers secure the prompt release of their cars, the trade would be facilitated and the I. C. Commission might be satisfied.

CINCINNATI grain men, who are members of the Chamber of Commerce, being dissatisfied with the treatment received by members of the grain trade from the interests which constitute the controlling factors in the organization, are seriously considering the advisability of organizing an independent Exchange. No doubt, the grain dealers would be able to promote the city's grain trade to better advantage if they had absolute control of all questions bearing on the grain trade, than if such matters are controlled by men who have no knowledge of the business. Buffalo receivers found it to their great advantage and to the profit of the city's grain trade. It seems utterly impossible for men engaged in one line of trade to thoroughly understand and comprehend the importance of many minor matters relating to any other trade; hence, it is unreasonable to expect such men always to deal fairly and justly with those interests. The intricacies of the grain trade seem simple and easy to those engaged in the business, but the outsider has neither the time nor patience to give involved questions intelligent consideration. The Cincinnati trade will perpetually promote their interests by controlling absolutely their own business.

GOVERNMENT CROP MISINFORMATION.

Lack of co-operation between federal and state crop estimators is no more shockingly manifest than in the discrepancies between the reports of the United States Department of Agriculture and the Illinois State Board of Agriculture on the wheat and oats crops of Illinois.

For Illinois the U. S. Dept. makes the 1909 wheat acreage 2,095,000 and the yield 33,721,000 bus., while the Illinois State Board makes the acreage 1,097,703 and the yield 20,533,822 bus. For oats the national figures are 4,346,000 acres and 152,110,000 bus., yield against the state figures of 2,760,426 acres and a yield of 98,423,669 bus.

In his hunt for the pole of crop statistics the secretary of the Illinois Board declares he was accompanied by 400 correspondents distributed over the state, and that these correspondents are as a rule representative farmers of extended experience. This disclosure of the character of his informants is not reassuring, the experience of dealers teaching that some farmers are less worthy of credence than Eskimos.

An elite 400 allots about four reporters to a county; so that it seems impossible one-half of the wheat area could have escaped their observation. The conclusion is that the Illinois reporters do their work in a careless and perfunctory manner and deliberately underestimate their own acreage to mislead the tax assessor and to encourage speculators to buy.

That one of the departments is far from right is patent. Let us have more reliable crop reports or none. Such discrepancies make both farcical.

GUARANTEEING WEIGHTS TO WITHIN ONE PER CENT.

A Southeastern buyer asks "Asked-Answered" this number a very pertinent question regarding buyers standing for a loss of grain in transit, which in reality has never been placed in car. He doubts that a car load of bagged grain will shrink 1%, and well he may. Sacked grain should not shrink at all unless loader carelessly places grain in a car filled with projecting nails, and without grain doors as is complained of by a Texas buyer in Letters this number. Shippers should be willing to guarantee the weight of sacked grain placed in a car. The carriers can and should be held responsible for delivery of the full amount.

An allowance of 1% may have been all right in the days of 10c corn, 15c oats, small and poorly coopered cars, but today there is no excuse whatever for shippers of sacked grain hesitating to guarantee that full weight was placed in car. With such a guarantee buyer is in a position to collect for any loss in transit from carrier. Cars are so large nowadays that 1% of a load of high priced grain often amounts to more than a dealer's profit on the transaction; hence, it is a wonder that any buyer will stand for partial delivery, which the old time 1% allowance permits of.

Buyers are clearly entitled to the full amount placed in cars, and that is all they will be asked to pay for by most of the shippers to the Southeast. The old time rule of 1% is out of date, and should be discarded.

THE HIGHER STANDARD FOR EXCHANGE MEMBERSHIP.

Several delegates in their talks at the recent Assembly of Grain Exchange Members, sounded the keynote to future success, when they insisted that the exchanges should be more careful as to the character of men admitted to membership, and be more rigid in the enforcement of rules designed to inculcate principles of justice and promote equity.

Unless the exchanges deny admission to undesirable merchants, it will be impossible for them to maintain within the Exchange that high standard of business methods to which all desire to be able to point with pride. The more careful exchanges are to prevent trickery and sharp practices by members in deals consummated on the Exchange, the more valuable will memberships become and the more careful will the public be to confine its dealings with members of the exchanges. Membership in a Grain Exchange can be made a certificate of fair dealing, which should serve as a recommend to everyone desiring the service of a central market receiver or broker.

The dishonest practices which netted Mr. White of St. Joseph, Mo., \$5,000 in

a month, and Mr. Scott of Minneapolis a like amount at the expense of country shippers, is in a measure a reflection on the grain exchange's reluctance to advertise more effectively what it stands for. It also is a reflection on the intelligence and credulity of country shippers, who entrust their grain to strangers whether they know them to be members of an exchange or not. Each Grain Exchange has a great field of work in its own market. By strictly enforcing its rules, it will advertise to the public that it has rules, and by advertising its membership each exchange will help to make such membership more valuable and place a greater handicap on the trickster and the sharper, who attempts to do business in that market without a membership.

MARGINS ON PURCHASES AND SALES OF GRAIN.

The discussion at the meeting of Grain Exchange members in Chicago last week of the desirability of requiring a deposit of cash as security on purchases and sales of cash grain for future delivery, was all one-sided. The experiences of those present showed that both buyers and sellers who contracted for grain for delivery many months ahead of time were oftentimes forced to stand heavy losses by the failure of other parties to the contract, or by their inability to abide by their contracts. Many instances of heavy losses were cited.

The general opinion prevailing among large dealers in the trade is that both buyers and sellers would be much better off if all contracts for future delivery of grain were limited to 30 days. Those desiring to contract grain for a more distant delivery, should be willing to deposit a reasonable margin, say 5c per bu., unless the market is in their favor when they in turn could require a deposit of a like margin or more from the other party to the contract. It would be unreasonable and unfair for buyers of grain to insist upon the deposit of a margin unless they in turn would be willing to deposit a like margin when the market went against them. No doubt, it would be a comparatively easy matter for the Grain Exchanges of the country to draft a uniform rule and enforce it to the end that the cash trade would be placed on a much safer basis, and cash handlers would always have a more definite idea as to which side of the ledger bore their balance.

In past, dealers have contracted the purchase of large quantities of grain for delivery some time next year, and also contracted the sale of the same grain. A default of either of the parties with whom they have contracted, forces a heavy loss upon them and increases the uncertainties of a business which is conducted on such a small margin of profit, that certainty of those profits should be made positive.

THE PROPOSED FEDERATION OF GRAIN EXCHANGES.

The meeting in Chicago last week of delegates from the different Grain Exchanges of this country and Canada was a complete success. Everyone recognizes that the Grain Exchanges have many things in common; that they can by co-operating promote the interests of all, but it is not clear that a new organization is needed or desired, and what is more many of the Exchanges are not conducted solely in the interests of the grain trade. The Merchants' Exchange of St. Louis, the Board of Trade of Indianapolis, the Chamber of Commerce of Cincinnati and several other Exchanges have many members, the majority of whom are engaged in other lines of business, and such members would not look with favor upon the expenditure of money of their Exchange in the support of any organization, the sole object of which was the promotion of the common interests of the Grain Exchanges.

The Grain Exchanges are strong in themselves and can, through the appointment of delegates, promote the interests of the grain trade or push any work to a successful issue. Most of the live, progressive grain receiving firms are already members of the Grain Dealers National Ass'n, and by using the influence of this organization they can promote any work needed to advance the interests of the grain trade. Back of the National Ass'n is not only the influence of the members of the Grain Exchanges who are supporters of it, but also the influence of the members of all the affiliated Associations of country elevator operators.

The greatest good in any work for the promotion of the grain trade is to be attained most easily and effectively by bringing the needs of all interests to flow through one channel. Then will there be no over-lapping of work, and no working at cross purposes, even tho same end be sought. By directing the organized influence of the grain trade through one head organization, the work of promoting the National and interstate interests of the grain trade will be simplified and minimized, and the prospects for success greatly increased.

If the members of the Grain Exchanges are not pleased or satisfied with the work of the Grain Dealers National Ass'n, they should go to its meeting in Indianapolis, Oct. 6, 7 and 8, prepared to point out the way for greater usefulness on the part of that organization, and to assist in directing its efforts to a more successful issue. By starting an independent organization, the receivers will weaken the National Ass'n and deny themselves the assistance of the grain shippers which they now have through the medium of the affiliated ass'ns.

Assembly of Grain Exchanges at Chicago

Grain exchanges some with a pet plan to root out some one of the several evils besetting the trade during the past few years have found it practically impossible to introduce the reform unaided by sister exchanges. Uniform commission on cash grain, uniform rate of interest on advances against B/L, concerted action on allowances for elevation and transfer, restriction of privilege trading, and protection of legitimate future selling against unwise legislation, all have been impossible with no central body to bind all exchanges. The entertainment by the St. Louis Merchants Exchange June 5 of members of outside exchanges demonstrated a friendly feeling that came as an agreeable surprise. To continue the movement for more intimate relations was a spontaneous thought, taken up by the Chicago Board of Trade in a call for an assembly of grain exchange delegates to discuss business interests and to participate in a splendid entertainment. Invitation by the Chicago Board of Trade to meet at Chicago in assembly was freely accepted, and resulted in the well attended gathering of Sept. 17 and 18.

The Business Session.

The business session of the first assembly of grain exchanges was called to order in the Princess Theater, Chicago, on the afternoon of Friday, Sept. 17, by J. A. Bunnell, Pres. of the Chicago Board of Trade, who said: The purpose of this meeting is to afford an opportunity for the discussion of subjects of general interest to the grain trade and particularly to members of grain exchanges.

Pres. Bunnell read a letter from Chas. England expressing regret that he could not attend the assembly as the delegate of the Baltimore Chamber of Commerce, and emphasizing the importance of maintaining a high standard of business ethics.

R. G. Chandler: When the committee planned this meeting it intended the delegates to have something besides headaches. The committee will give them the "Extra Dry" to-night.

Exchanges have sometimes been guilty of wrongdoing simply by failing to punish their guilty members and thereby encouraging them in wrongdoing.

E. D. Bigelow, sec'y. of the Kansas City Board of Trade, read the following paper on "The Importance of Maintaining by All Exchanges a High Standard of Business Methods and Integrity on the Part of Their Members."

A Higher Standard Demanded.

The objects of Boards of Trade and similar organizations are set forth in the following declaration: "To promote uniformity in the customs and usages of merchants; to inculcate principles of justice and equity in business; to facilitate the speedy adjustment of business disputes; to inspire confidence in the business methods and integrity of its members; to collect and disseminate valuable commercial and economic information and generally to secure to its members the benefits of co-operation in the furtherance of their legitimate pursuits."

Historians tell us that when Rome and Greece were in their glory there was a custom on the part of the merchants to meet at fixed places or during given hours for the purpose of exchanging information

and of negotiating transactions. The Paris Bourse can trace its history as far back as 1304. London's Mark Lane was established in 1571. The New York Stock Exchange in 1792.

The Supreme Court of the United States has said after a most exhaustive investigation of the subject, that "from very early times it has been the custom for men engaged in the occupation of buying and selling articles of a similar nature at any particular place to associate themselves together. The object of the ass'n has in many cases been to provide for the ready transaction of the business of the associates by obtaining a general headquarters for its conduct, and thus ensure quick and certain market for the sale or purchase of the article dealt in. Another purpose has been to provide a standard of business integrity among the members by adopting rules for just and fair dealing among them and enforcing the same by penalties for their violation. The agreements have been voluntary and the penalties have been enforced under the supervision and by members of the ass'n."

"The inviolability of bargains is the foundation stone of the whole exchange system. The very notion of attempting to render any bargain void on account of a quibble or technical omission is altogether repugnant to the feeling of a reputable exchange and is regarded as dishonorable and discreditable in the highest degree. The members have bound themselves together by a code of honor based on the inviolability of bargains, and the maintenance of this standard has always been regarded as the principal function of the governing committee. An eminent jurist has declared that in the absence of exchanges there would be a state of things which, in this country, where so many of these purchases

and sales are effected every day, would be found intolerable and would speedily demand a remedy, than which no better could be devised than this practice so long established."

The importance of maintaining by all exchanges a high standard of business methods and integrity on the part of its members cannot be too strongly emphasized. No man should wish to have any advantage over a fellow merchant other than superior capacity that he may possess for weighing and meeting the constantly varying conditions of the trade.

One can but admire the great ability sometimes shown in forecasting trade conditions and successfully shaping business accordingly.

No man or combination of men should attempt to manipulate the market, thereby unnaturally depressing or advancing prices.

The magnitude of the grain business and the short time that can be given each day for active trading necessitates the depending, to a greater or less degree, on the honor of the traders.

All contracts should be fulfilled according to the spirit as well as the letter of the governing rules.

A high minded merchant will not attempt to deliver an article inferior to that called for in the contract.

There is a comradeship and friendship made possible by the daily meeting of men that is liable to lead to overlooking or condoning the infraction of rules. This the Directors and the Committees should guard against, remembering that by overlooking or condoning the violation of a rule an injury is done not only to the offending member, but to each and every member of the Exchange. Exchanges by the strict and impartial enforcement of their rules command the respect of their individual members and of the public, thereby nullifying public criticism, much of which is unjust.

Rules cannot be made, nor should be attempted, to meet every possible contingency. If a rule is found to be obnoxious to a majority of the members, or if it is found not to be workable or equitable, rescind or amend it. Enforce the rules. I believe that you will agree with me that there is a higher standard demanded and maintained by the Exchanges today than



J. C. Murray, Chicago, Chairman Committee on Arrangements.

ever before within the history of commercial transactions, and every officer and every member should give his best thought and effort to the maintaining of high standards and increased efficiency in his organization.

S. P. Arnot, one of the directors of the Chicago Board of Trade, read the following paper on Harmony and Co-operation among Grain Exchanges in all Questions Pertaining to the Best Interests of the Grain Trade.

Power Increased by United Action.

The benefits to be derived from the establishment of more harmonious and co-operative relations between the important grain exchanges are so manifold that time does not permit of their enumeration. They are likewise so manifest that the more progressive element of the several exchanges need not have them pointed out. Therefore it seems wise to utilize the limited time assigned to me chiefly in the discussion of possible methods of creating a get-together spirit and a sympathetic interest each in the others welfare, for, while it may not be true that we must hang together or each hang separately, yet no one will deny that our interests are identical and that each need the support of the other.

That we have been sadly lacking in uniformity of purpose and action has been demonstrated time and again. Only in the very recent past when the very existence of all our exchanges in the United States was threatened by the introduction of hostile bills in Congress by overzealous and misguided misrepresentatives of the people and notwithstanding the fact that self-preservation is the first law of nature, we signally failed to secure proper unanimity of defensive action. However, the agitation brot about by the introduction of these bills served a very useful purpose in acquainting the intelligent public with the legitimate uses of the exchange and the important function it performs in the commercial world. In this campaign of education the exchanges worked independently and only the justness of our cause enabled us to accomplish such good results in the absence of united action.

We will not have any cause for defensive action in the near future, but there is great need of offensive action now and is likely to be continuously. Our power and influence would be increased an hundred fold, by united action, either in defense of our rights or in the prosecution of our aims. I appeal to you, therefore, if you have any animosities or jealousies to bury them today and let us all unite our energies and work together from this time on for the promotion of the interests of one another and the grain trade as a whole.

As a means of securing a closer relationship I wish to unofficially and informally propose two methods of procedure. First, that the president of each of the important exchanges appoint a committee of two to be known as the inter-exchange committee, and that these committees shall meet at regular intervals, say twice a year, for the purpose of discussing matters of common interest and for the adjustment of any difference that may have arisen between any of the associated exchanges. The power to be conferred upon these committees by their respective exchanges is a matter of great importance and need only be determined after careful consideration. The other plan I have in mind is that each exchange select delegates from its membership at large who shall meet at an agreed time and place and work out a plan of co-operation.

A meeting of the general membership of the exchanges, such as we are enjoying now, is a delightful affair socially and must result in a better feeling and much good otherwise, yet it is unwieldy for the transaction of specific business.

As stated before, I am speaking unofficially and as an individual, yet I feel safe in saying that the directory of the Chicago Board of Trade is friendly to some plan such as I have suggested for the creation of committees or some sort of machinery by means of which a closer working relationship may be established. I believe that Chicago would be willing and glad to assume the responsibility of taking initiative action in this matter if we can secure from the other exchanges some assurance of a friendly interest. Chicago needs you; you need Chicago, let us push the scheme of affiliation till it is an accomplished fact.

F. G. Crowell, pres. Kansas City Board of Trade: As old John Randolph of Roanoke said, to show his partiality to cotton he would at any time walk a mile and a half to kick a sheep, so it is proper to meet to kick against abuses we know to exist. There is no other business that comes closer to the people than the grain trade. It is necessary that the grain exchanges should have a feeling that it is necessary for them to pursue a line of action that will meet the approval of the public.

I admit that during the last 10 years the grain exchanges of the country have gone further toward establishing correct business principles.

We are met by threatened legislation and that committee should have power to bind the exchanges to a course of action. We have to fight adverse legislation introduced by men who do not know what they are doing. We have no centralized body which is looking after the interest of the grain exchanges. If Chicago or any other exchange will take the initiative Kansas City will follow.

We have a right to demand of Congress certain legislation along certain lines; we have driven the bucket shop out of business. We do nothing simply because we have no central body. It is a necessity for the grain exchanges to get together in a representative body to band themselves for immediate action.

F. O. Paddock of Toledo: I was brot up and nurtured on the broad prairies of Illinois (Applause); but Toledo is the best and only red winter wheat market, and the only clover seed market. We also have the best collector of statistics in the country, Our Boy Solomon.



Interior of Board of Trade Gally Decorated with Flags and Festoons of Bunting.

It seems that it is to the interest of every exchange to determine whether it is right to grant the one-half cent elevation allowance at Chicago. Let there be no dog in the manger. Let no big or intermediate throw stones in the way of settling the question of that allowance. Had it not been for the members of the grain exchanges of Indianapolis, Cincinnati, Toledo and Detroit who worked for the quarter cent transfer allowance only a year ago the allowance would have been withdrawn from all these points. Let us work in harmony. Whatever is detrimental to the rate basis of Chicago may be detrimental to the rate basis of Toledo, Buffalo, Indianapolis, etc.

EXCHANGES SHOULD CLOSE AT 1:00 O'CLOCK.

Stephen H. Jones, pres. Duluth Board of Trade: I have often wondered why the markets should close at 1:15. At Duluth it would mean an addition to our business if exchanges could close at 1 o'clock instead of 1:15. Three and one-half hours is a sufficient strain on our mentality.

Why is it in the execution of an order the report of the transaction shows up $\frac{1}{8}$ or $\frac{1}{4}$ lower than the lowest up to that time? If necessary, to improve the service I believe we should go to the extent of organizing a quotations telegraph company.

At the end of 10 years the person who controls 10,000,000 bus. of wheat will control the price. A great deal of the opposition to exchanges is due to rise in the price of grain and grain products. This organization of grain exchanges should come about and the principal item is the removal of the duty on Canadian grain (Applause). Benefits will result; a much larger market in which to hedge our grain. It will be impossible for any set of men to control the price of grain. Instead of delegations I believe in such a broad meeting as this.

John L. Messmore of St. Louis: A great deal of good can come from these meetings instead of a formal organization. "Tips" do a great deal of damage to our customers.

A. G. Tyng of Peoria read the following address on "Value of Uniform Rules for Grading Grain in All Markets."

Benefits of Uniform Grades.

For many years the difference between the grading of grain in various markets has caused great perplexity to the grain trade. About three years since an examination of the grades of grain in the principal markets showed that in name alone there were 133 grades of wheat, 77 grades of oats, 63 grades of corn, and, in addition, the description of grades of grain of the same name varied greatly in different markets. This condition of affairs was intolerable. The matter was first taken up by the Grain Dealers National Ass'n in Chicago, and a resolution was passed that the grades of grain should be as standard as the currency.

The various Boards of Trade were requested to send delegates to a conference to agree upon grades that would be acceptable to all, if possible. The benefits of uniform inspection were admitted by all, and there were two meetings of delegates from the various Boards of Trade to endeavor to agree upon uniform grades. Much work was done and grades were adopted, but were not accepted by the various Boards of Trade, in fact nothing definite was accomplished until the meeting of the Grain Dealers National Ass'n at St. Louis last year, when uniform grades were adopted after practically three days' discussion, which have since been adopted by many of the leading markets.

It is not claimed that these grades are perfect and experience will undoubtedly improve them. They are at least a standard enabling buyers and sellers to have some conception of their purchases and sales. The matter was greatly simplified

by a reduction of the number of grades as follows: Wheat from 133 to 37, corn from 63 to 12, oats from 77 to 21.

In addition to this a description of each grade was based on the actual percentage instead of guess work. It certainly seems as if a great step has been taken towards the simplifying of this complex question, a reduction of the number of grades making it easier to follow and a uniform description making it possible to know what any grade means, so that buyers and sellers will not have to figure qualifications of the grade in each market before coming to any understanding. I confidently believe while only a portion of the markets have adopted these rules, that within the current year they will be adopted by all.

These grades have established a strict uniformity, not only in name and description in the various markets, but the standard of grain arriving on track and the standard of grain loaded for shipment from elevators is identical. When this is accomplished, the grain trade will be greatly benefited.

W. N. Eckhardt on the same subject said:

Progress in Uniform Grading.

In speaking on this subject it will be unnecessary to occupy your time in a review of the progress in the direction of uniformity in grades, as most of you are doubtless familiar with the splendid efforts put forward by the Grain Dealers National Ass'n in conferences in recent years, of which two were held in Chicago and the latest in St. Louis in October of last year, where all the important markets were represented, and resulted in the framing of the "Uniform Grade Rules" that have had the favorable consideration, have been adopted by important distributing centers and have been indorsed by leading trade organizations.

The grades of grain adopted by the Nat'l Ass'n at its St. Louis convention have been adopted by the following grain exchanges, effective July 1, 1909: Toledo Produce Exchange, Cincinnati Chamber of Commerce, Peoria Board of Trade, Buffalo Corn Exchange, Detroit Board of Trade, Albany, N. Y., Board of Trade, St. Louis Merchants Exchange with the exception that the test weight of Red Winter Wheat be one pound higher than is provided in the rules. Effective August 1, 1909: Cleveland Chamber of Commerce, Mansfield Chamber of Commerce, additional rye grades adopted,

Atlanta Grain Dealers Ass'n. Endorsed by the following organizations: Chicago Board of Trade, with the stipulation that some slight changes might be advisable; Illinois Grain Dealers Ass'n, Indiana Grain Dealers Ass'n, Kansas Grain Dealers Ass'n, Millers Nat'l Ass'n.

In justice to the general subject of uniformity, I think it proper that mention be made here of those markets, departments and associations which adopted or endorsed the recommendations of the first Uniform Grade Congress. Without repeating those mentioned above, they are as follows: Norfolk Board of Trade, Minnesota State Dep't, Philadelphia Com'l Exchange, Pittsburg Grain & Flour Exchange, New Orleans Board of Trade, Nashville Grain Exchange, Louisville Board of Trade, Galveston Board of Trade.

It may not be conceded, but many dealers are confident in the belief that uniform rules must soon be established for the grading of grain, whether encouraged by all of the large distributing centers and at the seaboard markets or not; that the time has come for their serious consideration, or there will be before the grain trade of this country the alternative of working under rules that may be laid down by those less familiar with the peculiarities of the trade.

Uniform rules for the grading of grain in the markets of this country, by careful study and application, are sure to promote uniformity in the qualities of the various grades. Efficient departments for the inspection of grain, state laws or other control, will bring these results. It will not be claimed that there can be the assurance of exact similarity in all markets of the same grade, or a like condition, moisture considered, because the styles and varieties of grain tributary to the several markets to the west and to the east, to various points on the Great Lakes and to the Gulf of Mexico are dissimilar in many features from the effects of soil and climate; nevertheless the measure of uniformity and the gain in the popularity of our standards under the uniform rules as compared with the results with the present variable rules in the numerous markets, are bound to reflect great credit on the grain trade as a whole. We should strive earnestly to bring about such satisfactory progress and profit by the benefits that will accrue.

In the marketing of new grain before it is well seasoned the rapid changes and deterioration in transit, altho well under-



J. A. Bunnell, President Chicago Board of Trade.

stood by everyone who has had experience in handling of grain, is and will remain the basis for strife and friction between contending interests. This cannot be cured by uniform grade rules, but an intelligent application of reasonable rules as seen to apply, uniformly good judgment will be greatly stimulated. Uniform rules are practical; the adoption of such rules will insure greater stability in the grain business in all markets, giving satisfaction to the producer and his agent, the country dealer, and in promoting the confidence of the miller, the manufacturer and the consumer to stimulate a more active trade in the market centers, where the requirements, be they large or small, can be and are more economically provided.

SHOULD FEDERAL INSPECTION BE ENCOURAGED.

Brief addresses on the subject Should Federal Inspection be Encouraged were made by Geo. S. Carkener of Kansas City, Mo., E. H. Culver, pres. Chief Grain Inspectors National Ass'n, Toledo, O., W. J. McCabe of Duluth, Minn., J. Collin Vincent of Baltimore, and J. C. F. Merrill of Chicago.

Geo. S. Carkener of Kansas City, said:

Faulty Interpretation of Rules.

We have succeeded, as one speaker here said, in the past 10 years in eradicating many of the evils.

We have two inspection departments at Kansas City. It is an exceptional period when they are together. It is due to the interpretation of the rules, for the rules are the same. We have grocery clerks and dry goods clerks as grain inspectors. It is not a matter that a body of business men like the grain trade should submit to.

We are willing to chance anything that would promise improvement. I have a feel-

ing that what is done by Uncle Sam is likely to be better done. Civil service rules will result in getting better men. The inspectors could be exchanged between different cities and the grades lined up.

Changing rules depending upon the quality obtainable at the time is an evil. Grain that has graded No. 2 when scarce, now is only No. 3 or No. 4. It is true of Kansas City. It is difficult to sell wheat to a miller only on grade. Inspectors should not be permitted to change their interpretation of rules.

I am strongly in favor of federal inspection; the grades could then be lined up in the different markets. I think it would be a most excellent thing.

E. H. Culver of Toledo: Under federal inspection you would have the same political inspectors as now. A small sample does not represent a car of grain. What can you tell about the quality of the grain in the car after 48 hours when a certain percentage of moisture will set up fermentation in 24 hours.

The only way to enforce uniform inspection is by a federal commission to license inspectors. Let the commission be the final judge for the grain trade of the country.

W. J. McCabe of Duluth on the same subject said:

Regular Grade Poorer by Special Binning.

Many changes have occurred in the production of grain in the past 30 or 40 years. Time was when this market was a spring wheat market.

The producer always feels that he has grown at least No. 1 hard. Legislation has been directed to protect the producer rather than the consumer.

Eastern buyers will pay an extra price for the selection of a certain quality, to be

special binned and shipped. In this way the regular grain that might go out has become a good deal thinner. This has led to a misunderstanding that grain going out was not the average coming in. The grain going to the eastern consumer should bear all the fruit of the in-inspection.

Competition for lower grades at Winnipeg and exceptional demand for No. 2 northern make that grade but a cent a bushel below the price of No. 1 northern. It is important to carry the out-inspection as well as the in-inspection.

A commission looks more favorable to me than federal inspection.

I have thought that the markets might be enlarged, made safer by something below the contract grade to apply at a difference.

J. Collin Vincent of Baltimore on the same topic read the following paper:

Federal Inspection Not a Remedy.

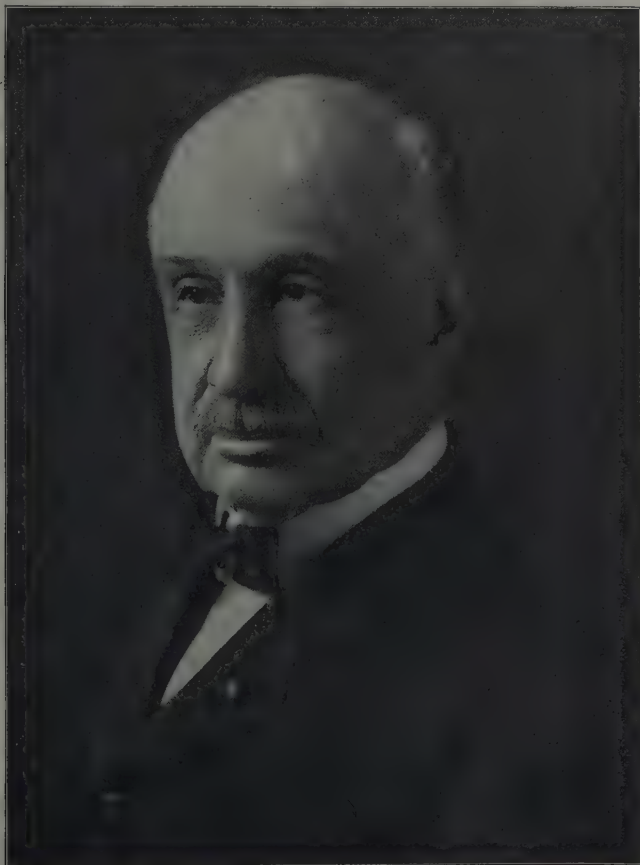
We all know that this agitation has been before the country for many years, fostered by representatives in Congress from agricultural states, who are laboring under the false impression that the farmers have grievances, and this referred especially against the state of Minnesota on account of the grading of wheat at the lake terminals. As the dissatisfaction appeared to be localized, the leading markets refrained from interfering until it appeared that those interested had enlisted the services and co-operation of government officials, both at home and abroad, whose reports were used to influence President Roosevelt to refer to the subject in his message to Congress, Dec. 3, 1907, thus making it appear of national importance.

I think it necessary to refer to what is meant by the word "federal," and the question then arises whether the institution of the United States admits of the government taking upon itself duties that are left to the individual states, and bodies working under the laws which are allowed for their self-government. However, that is a legal point. As to whether Federal inspection should be encouraged is open to diversity of opinion. It is evident that in some sections where interstate commerce is closely allied, but where the adjoining states have State inspection, that there may be a conflict, when grain does not grade uniformly, or the impression exists that the inspection department is a political machine; so under the circumstances Federal inspection may be encouraged by some as the lesser evil. This applies to interior states, which are nearer the source of production, because the farmer who ships the grain considers it the best that has been raised, ignoring the fact that it may contain other grain seeds, or a large percentage of dirt, which must be screened out before it comes up to the terminal grade.

It is necessary to refer to the laws that have been proposed with a view of seeing how Federal inspection is intended to be carried out, before we can determine whether same should be encouraged.

The present Bill S. 121, introduced by Mr. McCumber, which was referred to the Committee on Agriculture and Forestry, on Mar. 22, 1909, shows in sections 1, 2, 3, 4, 5, 6, 11 and 13 that unlimited power is placed in the hands of the secretary of agriculture both as regards appointments, salaries, standards, appeals as well as re-inspections of any cargo of grain before it is exported, even if it has already been inspected.

I also read it that no one can ship any grain unless it has been inspected by the government, so that an exporter must not even sell on sample unless he pays the tax for inspection, even if he does not wish it. What is to be gained by Federal inspection I cannot see, except that it puts the power in the hands of one man to fill a number of political positions, and also to create positions when same are necessary. It has been claimed that more justice will be meted to the producer as well as the foreign buyer; but I do not agree, especially when it has been conceded that at first the present commercial inspection would be used in the service. Yet, they would have to be appointed under civil service rules, and I fail to see that that would be a guarantee that the judgment of the inspector was infallible. As a matter of fact, the greater the number of inspectors, the less uniformity is likely to exist, and when it comes to grading corn on a moisture test, the same corn may be graded by the government as No. 2 at Omaha or Kansas City, and when it reaches the seaboard will be graded No. 3 by another government official, so, what is to be gained? I do not see that there is any provision for paying damages for errors of judgment



Geo. F. Stone, Secretary Chicago Board of Trade.

on the part of the United States officials, —where is the advantage to the foreign buyer?

To show you the growth of the export business which has been built up in fifty years by the merchants of this country and largely by those at the seaboard: In 1851 we shipped of wheat 1,026,725 bus.; in 1901 we shipped of wheat 132,060,667 bus.; in 1851 we shipped of corn 3,426,811 bus.; in 1901 we shipped of corn 177,817,965 bus. This volume of increased commerce must have been made on the reputation and by fair dealing of those engaged in extending the trade of the United States, and I do not consider it necessary at this stage for the government to step in, for there has been no proof that the commercial bodies cannot carry out the purposes for which they were organized, and protect both buyer and seller, whether he be farmer or foreigner, if any evils do exist, for same can be better recognized by those whose life's work has been to find a market for the agricultural products, and who are willing to put all safeguards in the hands of the entire or otherwise. If I had more time I could show that officials have not been unprejudiced in putting the case before the country at large, and I am fully convinced that Federal inspection should not be encouraged, for a national system would not be a remedy for the so-called evils.

J. C. F. Merrill of Chicago on the same subject delivered the following address:

Federal Inspection Is Paternalism.

First is the feature of paternalism or centralization of power at Washington. The province of government is to govern. Interference with private enterprise is repugnant and will be suppressed.

Federal inspection is not a single demand. But the activity of a single senator we should not have the question before us. The grain dealers ass'n stand unalterably opposed to the enactment of such laws. Conditions are rather crude in the state represented by the author of the bill. The farmers are largely immigrants and do not do their work well; market grain containing much foul stuff and complain of dockage practiced in the northwest markets. They do not need federal or state inspection as much as they need a fanning mill.

Federal inspection of grain emanating from this state and urged on that basis would not perhaps in the middle west be found easily workable from the constitutional inability of the government to go into any state and enforce federal inspection on intrastate grain. Illinois with 125,000,000 to 150,000,000 bus. grain would be disposed to retain state inspection. In Missouri, Minnesota, Indianapolis, Detroit, Philadelphia and Pittsburgh—in all this large country—grain going to these primary markets could not be inspected without the permission of the owner of the grain. This is a fact that has been largely overlooked.

The Agricultural Department is of the opinion that its precise methods of tests are a panacea for these ills; but I just want to say that no matter whether you have federal, state or exchange inspection laws, it always has been and always will be based on judgment as the finality.

S. Thruston Ballard, Louisville, Ky.: As a consumer I want to know when I get a certificate, that it represents a car of No. 2 red winter wheat and not some hospital stuff. Visiting the St. Louis Exposition with a grain dealer we met another grain merchant, who when asked how he intended to dispose of certain low grade wheat replied "I know the inspector." He had bribed the inspector. Would it not be better to make our No. 3 wheat a sound wheat and deliverable on contracts? Why should not No. 2 out of a city terminal elevator be as good as No. 2 out of a country elevator?

SHOULD MARGINS BE REQUIRED ON CASH GRAIN?

Addresses on the subject "Should Margins be Required as Security on Purchases and Sales of Cash Grain for Future Delivery; and, if so, Should the Exchanges Co-operate in Framing Rules to that End," were made.

James Pettit of Chicago, said.

No Protection on Cash Grain Sales.

This conservatism is the keystone, resting on wise hedging and proper distribution of hedges; and we deceive ourselves that we have a hedge while we cannot control the credit on the other side.

Margins are called from us on all sides. As regards our sales of cash grain and purchases of grain to arrive we are left with absolutely no opportunity to protect ourselves, unless by special arrangement. That our losses are comparatively small is no argument against changing our method. The margin of profit is so small that the man who figures to make a trade for legitimate profit should not be required to bear losses. If our exchanges are going to join together to correct abuses this is one that most needs correction.

Every well posted grain man knows that if he spreads out his contracts of this kind he is taking an unconservative chance. In order to remain conservative he cuts down the volume to the minimum.

Objections most frequent are that however much in agreement exchanges may become they cannot control outside buyers and sellers; but those contracts if insisted upon by the majority of our exchanges will be accepted by the trade at large. There is a divergence of opinion as to method by which margins should be called; how near or how far from the market the trade should be brot. I will not attempt to describe to you how this should be accomplished. A committee should be appointed representing all exchanges to act on resolutions at a meeting to be called.

H. L. Goemann of Toledo: The greatest abuse is selling ahead for future delivery without margin. The temptation is too great. The dealer is placed between the devil and the deep sea. For the past two years contracts have been good, on account of the advancing markets; but not for the past year on oats. I have here letters from two shippers seeking to be relieved of their obligation to take delivery, on account of the market decline (reads): It does not seem right to me that we should encourage this business. It is the rock upon which the grain business of the future will be split.

Most conservative business men will

welcome a change. The buyer has the contracts and I can not do business until he has disposed of them. Governor Hughes investigating committee recommended greater margins. I believe that 90 per cent of the business in the east is done by members of exchanges and that the other 10 per cent will soon follow.

George Fisher, pres. Winnipeg Grain Exchange: We think we could teach you something. Our inspection is irrefragable. Our inspector, David Horn, has the confidence of European importers. The signature of David Horn is sufficient because there is no politics and no graft.

Speculation is good, but we can not interfere with the natural laws of supply and demand with impunity.

F. G. Crowell of Kansas City: I move that the pres. of the Chicago Board of Trade be requested to call upon the exchanges here represented to appoint one delegate to meet at a time to be suggested by him for the purpose of considering this question of calling margins upon sales and purchases made and any other questions of importance to the grain exchanges of the country. Seconded.

Mr. ——— moved that there be two delegates for each exchange having a membership of more than 200 and for each 100 above an additional member upon the committee.

Mr. Crowell: I accept the amendment; but I think you ought not to make the committee too cumbersome.

Unanimously adopted

B. H. Lang, of St. Louis, Mo.: The man who does not know how to figure a profit and the class devoid of obligation deserve attention. Shall we limit it to the unscrupulous farmer who sells his surplus and delivers his father's and his brother's crop when the market is down and if the market is up wants 10 times as much for seed as his ordinary requirements.



Walter Fitch, Chicago, Toastmaster.

It seems to be an easy matter for the boards of trade to get together to formulate rules for handling this margin question. Between members a marginal certificate would be a good thing; between members and the public a cash deposit would be necessary. Don't overlook protection to outsiders against unscrupulous members.

E. P. Peck of Omaha spoke in favor of margins on cash grain.

Geo. S. Jackson of Baltimore: The subject has been so well discussed by preceding speakers that I have nothing to say.

Adjourned.

The Banquet.

The Banquet tendered the delegates from the different Grain Exchanges by the Chicago Board of Trade on Friday, Sept. 17th, at Hotel La Salle, will long be remembered by every one of the 750 so fortunate as to be present. The large magnificent dining room of this new palatial hostelry was a fitting place for the delegates from the Grain Exchanges of the country to assemble around the festal board. The sumptuous repast served in spite of the waiters' strike was interrupted by stirring strains from the band which occasionally was joined by all present in rendering national airs.

After the cigars had been lighted, and the chairs pushed back, John A. Bunnell, President of the Chicago Board of Trade, welcomed the grain dealers most cordially. In the course of his remarks he said:

"Guests, we are most happy to have you for guests. We are indebted to St. Louis for leading the way to this meeting. We sincerely thank the St. Louis Merchants' Exchange for inaugurating this movement. The Grain Exchanges

can no longer afford to stand apart. We must unite, and work for the larger things which we hold in common. For the benefit of those who attended the Ball Game this afternoon, I will say that the meeting at the Princess Theater was most successful, and I assure you that the Chicago Board of Trade proposes to follow up the work outlined to a successful issue.

I have the pleasure to introduce to you the Toastmaster for the evening—Ex-President Walter Fitch. As Mr. Fitch arose and cleared his throat, his host of friends in the audience greeted him with cheers and cries of "Louder." When he had gained the attention of his audience, Mr. Fitch thanked President Bunnell for the honor conferred and confessed to having refereed a prize fight in his verdant years. "I congratulate the Members of the Board of Trade upon their success in pulling together on occasions like the present.

"I want to introduce a man, who has done more to help along and smooth the way for struggling young men about the Board of Trade than any other. I refer to our very popular Secretary—Mr. Geo. F. Stone."

Prolonged cheers greeted Mr. Stone. The warmth of the audience's enthusiasm almost robbed him of his voice.

Mr. Stone: "I thank you for this most cordial welcome. The history of commerce, the assembling of men whose object is to promote the commerce and industries of the land, these Boards of Trade work for the promotion of the common interests of the entire country, and inculcate principles of fairness and justice."

Toastmaster Fitch: "The very foundation of your meeting this afternoon

was co-operation. I wish you to listen to a man who is a leader of Chicago's band of co-operators—the Industrial Club—Harry A. Wheeler."

Mr. Wheeler's reference to the federation of the Grain Exchanges of America met with hearty applause.

Mr. Wheeler said, "I predict the early organization of the Grain Exchanges in a body working for the promotion of their common interests. It seems to me that there are three points on which you could unite. Perfection of the methods of trading; protecting yourselves against adverse legislation; encouraging proper cultivation of the soil, and thus preventing the contraction of the country's resources. Chicago will be proud of the small part we have had in the formation of the organization which shall be second to none in this country. [Applause.]

Toastmaster Fitch's introduction of Edward E. Scharff, President of the St. Louis Merchants' Exchange, kept his auditors in a continuous roar.

Mr. Scharff: In responding in behalf of the St. Louis Merchants' Exchange delegates I wish to thank the Chicago Board of Trade members for their very cordial welcome. I desire to call your attention to the part our Boards of Trade have to do with the prosperity of our country in the time to come. It behooves the management of our Boards of Trade to direct the attention of farmers to the needed conservation of our national resources. Carelessness breeds poverty and poverty breeds socialism. Socialism means legislation inimical to your interests, and the best interests of the country. It devolves upon your directors, your committees to centralize this effort for the promotion of our common interests. I wish to call attention to the need of the United States admitting seed grain free to duty. The Chicago Board of Trade is second to none in the world. Its throbs are felt throughout the world.

Toastmaster Fitch: The spirit of co-operation is abroad and I hope each of you will catch it. You may think I am talking about Venice, but I am not. I refer to Kansas City, and it gives me great pleasure to introduce Mr. E. D. Bigelow, the popular Secretary of the Kansas City Board of Trade.

Mr. Bigelow: You do me great honor to link my name with that of your Secretary Stone. He is an honor to your State and to our entire country. In behalf of the Kansas City delegation, I wish to thank you for the magnificent entertainment you have given us. If tomorrow is anything like today, I am puzzled to know when or how we shall get away. The men who call the Grain Exchange members gamblers, do not know the difference between a hedge and a barbed wire fence.

For eighteen years I was a ship broker in Baltimore, and well remember the displacement of sailing vessels by the large navigation lines. It has always seemed a disgrace that the United States has been driven from the high seas. Spain and the United States are the only nations denying the buyers of foreign vessels the right to fly the national colors, but the time is approaching when all this will be changed.



James A. Patten, Chicago.



Waiting Automobiles on Side Street.

Honk, Honk.

Motors to the right of them;
Motors to the left of them;
Motors back and front of them;
Chug-chugged and thundered;
Theirs not to reason why,
Wheat, corn, oats or rye,
Were low or were high—
Into the valley of joy
Rode the eight hundred.

Louis J. Michael, a chemist stationed at the United States experiment station at Ames, Ia., has accepted a position tendered by the Russian government to teach American corn raising methods to the Russian farmers. The present yield of corn in Russia averages from 5 to 7 bus. per acre. This, Mr. Michael believes, can be brot up to at least 37 bus. if proper methods are employed.



Every Automobile Bore Two Board of Trade Banners.



A Jolly Load. Ready to Tour the Boulevards.



Waiting to Start in the Automobile Tour of the Park System.

TOASTMASTER FITCH INTRODUCES JAS. A. PATTEN.

Mr. Fitch: Gentlemen, down here a ways in the state of Illinois is a town called Sandwich. You all know what a sandwich is; it is two pieces of bread with a piece of meat in the middle of it. One day we went down there and took away their piece of meat and brought it up here to Chicago and I guess it misses its bread, so it has been trying to buy a little something to make bread out of ever since. (Laughter.) The gentleman to whom I refer is troubled with extreme modesty, and when the question was broached to him regarding making an address he gave his usual reply: "I would rather do almost anything than make a speech. I cannot make a speech."

I did not dispute him. (Laughter.) I did not dispute him because I had heard him make a grand speech, the grandest speech that I ever heard any man make. Perhaps it was the psychological time for me to get it and think it was a grand speech, but nevertheless, I got it and it impressed me as no other speech has ever impressed me, and I don't mind telling you something of it.

Somewhere, as the result of the fortunes of war, I had become the proud possessor of five thousand bushels of wheat of the May variety. (Laughter.) Not being an old, tried and battle scarred veteran, that five thousand bushels of wheat on my back felt just the same as if I had this hotel up there (Laughter.) and I got along to the point where I said: "It never can enhance in value so long as I own it." (Laughter.) And then, of course, that straw came floating to me that floats by once upon a time to every owner of five wheat, if only someone could be induced to feel the same as I felt regarding the value of this cereal.

(A voice: "You should have bought some downs.") I am not familiar with them.

And while sitting one day, ruminating over what was to be the outcome of this large line of property that I was the pos-

essor of, there came to me with quick and hurried steps the speech-maker with no gesticulation, with no sawing of the air, with no trick of the trained orator, and he made that speech, and that speech was salve and balm to the tired heart. (Laughter.)

He said: "The time has come when May wheat looks better to me than loop property. I believe that a man that invests in it now can sell it later on, can take it in and pay for it. The mills are going to want it, and I believe that it will pay a better profit than if I put the money down in State street," and I agreed with him. (Laughter.) That ends the story. I won't tell you how much he told me to buy. That would be betraying confidence. But the speech was made, and as I said before it was the grandest speech I ever heard.

The gentleman I speak of is well known not only in this grain market but in every grain market in the world. Wherever grain is known this man's name is known. Some know of him in some ways, some know of him in others. (Laughter.) I do not form my opinion of him through what I see or what I read. I form it after years of personal contact, the best way to judge between man and man (Applause), and in this case I am going to use a homely expression once used by a friend of mine in referring to a certain man. He said: "You can hunt his back all day with a microscope and you cannot find a single vestige of a bristle." He is a man of strong characteristics, of many characteristics, but all strong, the same in his aggressiveness as in his charities; has strong opinions and backs them up; disagrees with many; and yet, as I had occasion to remark once before at a public dinner, he is the one man after any controversy that he may have with any member of the Board of Trade, no matter how warm it grows, that can walk down the front stairs and carry with him the respect of every man on the Board. (Applause.) There is one characteristic that stands out just a little more plainly than any other. You can

ask him a question and he either tells you the truth or he tells you nothing.

You may think that I speak of this man, in introducing him to you here, in exaggerated terms, but as his friend I consider I have a right to do that, considering what has been said against him, and I am going to introduce to you the noblest Roman of them all, James A. Patten. (Great applause.)

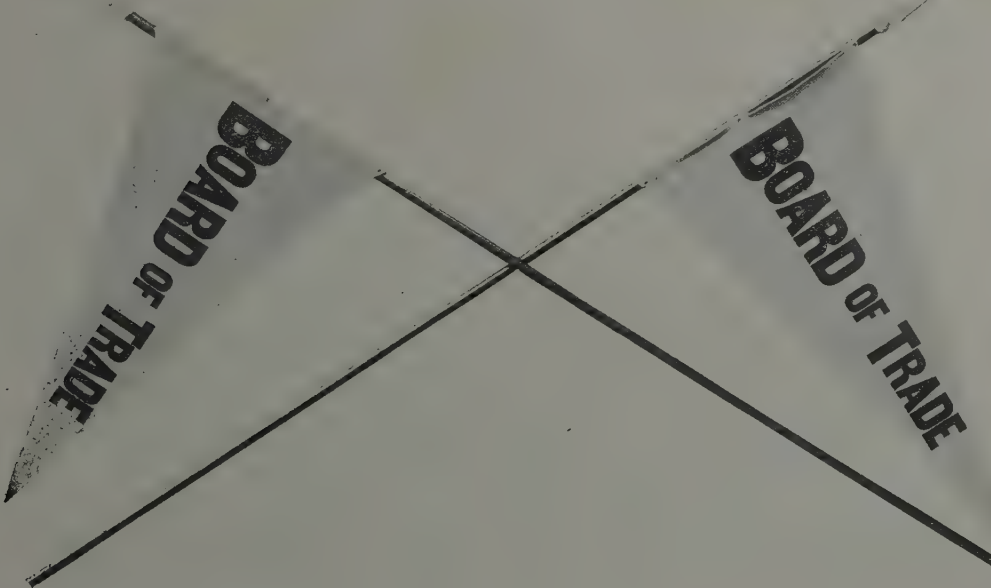
Mr. Patten on the Grain Trade.

Mr. James A. Patten: Mr. Toastmaster and gentlemen: I wish to thank you for the heartiness of your greetings, and for the honor that has been conferred upon me of representing the Board of Trade on this occasion. When Mr. Fitch called on me for the purpose of inviting me to speak to-night he suggested that I take for my topic the grain trade. He said it was a very broad topic and I could bring in almost any thing.

The grain trade itself is enough for me to speak on, but I approach it with considerable hesitation because I see before me to-night a thousand men, all experts in the grain trade, all having opinions of their own, positive ones, apt to be critical. But we are all agreed on one point, that the grain trade is a most enticing trade. Those who enter it never seem to desert it unless called away by death, or the burden of increasing years forces them to retire; and those of us who at times take a little vacation trip abroad or go fishing, love to pick up the morning paper and read the market gossip, to see possibly what Armour is doing (laughter) or that John Barrett is possibly still perhaps bearish on wheat. (Laughter.)

There is no trade in the world in which there is so much shop talk or gossip as in the grain trade, and when we meet on the floor of the Board of Trade, on the street, or in social gatherings, we immediately bring up the question, "What do you think of wheat? What do you think of the price of corn? Is it too high? Will it sell lower?" I think no other trade in the world compares with it in that respect. There is a good reason for this.

I had occasion during the last few months to hold a number of interviews with reporters, and I said at that time that the supply and demand question entered into the values of grain. In the grain trade we look more particularly to the supply side, whether nature is going to smile upon us, whether drouth is going to curtail the crops, whether rust is working in the wheat, whether the Hessian fly has commenced its ravages. These topics are continually under discussion, what is going to be the supply? The demand is always with



us. We can figure that almost to a certainty, what are the requirements of our own country, how much we can spare for export, but the question arises, how much have we raised? Therefore we study the first question more seriously than we do the last.

Other lines of trade. Like manufacturers, have an unlimited supply of raw product. They never study the supply, but always the demand. We are entirely different. We have had occasion a great many times in the past to differ seriously on these various points.

I probably have occupied a position in the past few years where some have thought I had better facilities for acquiring knowledge in that respect than any one else. Nothing was ever more untrue. In the grain trade you all have equal opportunities to study the question of what the crops will be for the year. It is open to all of you, but we disagree. During the last few months a serious drouth has existed, for instance, in the corn fields. It has been quite a topic. It is this difference of opinion that makes the market. You can talk with any one on this matter, and never go away feeling hurt if any of my friends or acquaintances disagree with me.

The question of supply and demand and whether this country is going to reach a point where we will need all we raise for our own requirements has been under discussion for some months.

Mr. Hill in a recent speech gave statistics of the percentage of the population that was engaged in agricultural pursuits, giving the percentages of 1870, 1880, 1890 and 1900, showing a large falling off, or a much smaller percentage in 1900 engaged in that pursuit than in 1870. I do not give the seriousness to that question that he does. In the year 1870 the chief occupation, you might almost say, in this country was that of agriculture, and we depended on foreign requirements for disposal of the surplus. Our manufactures were at a low ebb. Since that time the manufactures of this country have increased at an enormous rate. It was the effort of Congress during this period to further the manufactures of this country in order to increase the home demand, and by increasing that home demand we have increased the price of our agricultural products. But we are rapidly reaching that point where in the future we will have to study this question much more seriously than we have done in the past.

Will Import Grain: I expect to live to see the time when we will have to import grain to supply our own requirements, and Congress will be forced to take on the duty on wheat. We have grown rapidly from an agricultural nation into a manufacturing nation, I am personally glad to see it. It has brot wealth, it has brot prosperity to us. It has brot prosperity to the farmer. There is no class of individuals to-day who are so well off in wealth as the American farmers.

Evils in the Grain Trade: One of the greatest evils in the grain trade, to my mind, is the irregularity in inspection. No two markets in the country seem to agree. I have shipped a cargo of corn from Chicago to New York and it has rained in seven days, No. 2 Corn which arrived there and inspected No Grade, and I lost money on it. Who is to blame? The Chicago Inspection Department, and I do not fear to state it. But I will say this to its credit; they have worked a wonderful reform in the inspection of corn in the Chicago market in the last year, having adopted the moisture test, which is the only test. (Applause.)

Federal Inspection: During the past two years the question of national inspection has been discussed. Gentlemen, I warn you that if these errors of inspection are not corrected, we will have national inspection and it will come unless you do have this corrected.

I will go a little further on this point in order to illustrate. The city of Duluth receives during the season quite a large quantity of velvet chaff wheat. Did you ever hear of them shipping any out? (Laughter.) That becomes of it? These faults and criticisms do not apply to Chicago alone. Every market in this country is guilty of these offenses except possibly one, and that one is Toledo. (Applause.)

May Wheat of Good Quality: It is extremely wise that a meeting was held this afternoon to consider these facts and these points and to arrive at a remedy. I wish to say something further to the credit of the Chicago Board of Trade. I had occasion, as Mr. Fitch has said here to-night, to handle considerable wheat during the month of May. (Laughter.) I sold that wheat all over the United States, Kansas City, St. Louis, St. Paul, Kentucky, and Tennessee, Illinois, Indiana, Michigan, Buffalo, Pennsylvania, Maryland, and

some of it went abroad. In every case reports came back to me that the wheat gave great satisfaction. (Applause.) That was wheat that was delivered on contract, but the impression seems to prevail amongst some of you that the contract grade has been lowered by the city of Chicago and it is not desired by the miller. It did not prove so in my case.

My brother George just returned two weeks ago from a trip to Europe, where he visited Liverpool, London, Rotterdam, and Antwerp. So, gentlemen, we had about four of those points, and they all said that they were agreeably surprised at the excellent quality of wheat that we had shipped. That is a credit mark.

Morocco: It may interest you to know that I had a letter to-day from a far off country, from Morocco in North Africa. I state this as mere incident. It interested me, and it will interest you. It was a compliment to me. This letter was written evidently by a Mohammedan, because his name commenced with Hassan and ended with some unpronounceable name that I cannot give you. He wrote the letter in English and said that he was engaged in the grain trade at that point. He went on to state that he had heard of me, and invited me to come to Morocco and enter the grain trade. (Laughter.) Said he:

Mr. Patten: The grain trade of Morocco is controlled by French and they cheat the natives. If you will come here and start in the trade, I will venture to state that you will get the great bulk of it. (Laughter and applause.)

Of course, I cannot do that (laughter), but I considered it quite a compliment to me from such a country, and a Mohammedan. It showed at least that the barriers were breaking down.

The grain trade in some of its aspects seems to bring a prejudice in the minds of many. I never have been in a frame of mind where I wished to leave it. It is one of the most difficult trades in the world, because so much depends on just one thing, caution and judgment. That may make you smile, the first word. There is no trade in the world where you can make so many mistakes as you can in the grain trade. (Laughter.) We are all free to criticize each other, and when we enter into conversation with each other and discuss the market, we go away sometimes thinking that the man we have just been talking with is an ignoramus and he don't know a d—n thing. I don't think that that is quite just because I have found very frequently that I have been wrong myself and the other man was right.

Competitors: We are accustomed very frequently to think our competitors are doing things that we would not do, that their judgment is wrong. I have frequently said that myself to certain competitors that if there was a hole over there in the corner of the room that they would go over there and step in it, but I have stepped in a good many holes myself. Competition is the life of trade. We have got to recognize that our competitors have certain rights in it as we have ourselves. We have got to treat our competitors with respect, and I am glad to see that to-night almost for the first time, the different boards of trade, who at times are working the best they can against each other in the grain trade, are working together because St. Louis and Chicago are competitors, and if St. Louis thinks that Chicago has got a better freight rate than she has, she immediately files a complaint with the Interstate Commerce Commission, and vice versa. These matters must all be adjusted. We must recognize that St. Louis has her rights, Kansas City has her rights, Duluth has her rights. We must work together for the betterment of the grain trade.

Admit Seed Wheat Free: I am heartily in sympathy with the remarks of one of the speakers that the government should admit seed wheat free. We have got to conserve our land. It does not produce enough per acre. The wheat lands of America do not compare in their production with the wheat lands of the old world. Some claim that we have almost done it, and if it were not for new country coming into the agricultural area, like Argentina, wheat would sell at a price that would astonish you all.

Siberia a New Factor: A new factor has now come into the wheat field in the last two years that will have some effect to say about the price, and that is Eastern Siberia. The production of wheat in Eastern Siberia is increasing at an enormous rate. Some of you men in the grain trade may not realize it, but the feeding demands of Europe during the past year seems to have gone along without any hitch. They do not require our corn. How did they do it?

Eastern Siberia, during the past year, has shipped fifteen million bushels of beans to Continental Europe to supply the feeding requirements, taking away from us the demand for corn. The production of wheat, owing to the war which occurred there, and the requirements of those armies, has increased enormously, and they are supplying the Orient to-day with a large portion of its wheat requirements.

I presume some of you have imagined that possibly I would mention the conditions prevailing to-day in regard to the price of wheat. I can not do it. I don't know. We have to-day in the wheat trade one of the most puzzling propositions I have even seen. The production of wheat this year in America undoubtedly is considerably larger than was raised last year, but the farmer at the present time seems disposed to say what he shall get for it, and until the farmer changes his mind, gentlemen, we are not going to see very low prices for wheat. (Applause.)

Toastmaster Fitch: A great public man has conferred a great favor upon us. Principally through our own efforts we performed a greater feat than did Dr. Cook or Mr. Peary. We caught the speaker's eye. I have great honor in introducing the Hon. Joseph G. Cannon not only of Illinois but of the United States.

Speaker Cannon Commends the Exchanges.

Mr. Cannon: Mr. Toastmaster. Mr. President of the Chicago Board of Trade. I am somewhat embarrassed now looking into your faces, trained men, mostly young men, bright-eyed, hopeful, each striving to better your own condition.

You prosper in your calling as you serve your customers. I am somewhat under the effect of evil report here and there thruout the country. I believe in the main because we have with us everywhere a small minority that you might call the abnormal. The normal goes along, sows, cultivates, and reaps. The abnormal, the exceptional—I mean of the production will speculate, and in ninety-nine cases out of a hundred when they do some of them speculate by employing some of you gentlemen. Others speculate by employing men, as I understand it, that merely make a wager as to what the price of wheat or corn is to be and as he is abnormal, without much knowledge of the game, he comes to grief, and therefore he associates in his mind with his enterprise all you gentlemen along with the men who merely gambled with him. (Applause.)

You will prosper as you serve your customers and you are skilled men. Why, I would no more undertake to turn a double somersault and pay two or three or five thousand—I don't know how much premium was sent in the Chicago Board of Trade than I would attempt to fly without any of the modern machines that the Wright Brothers have rigged up for their flying. Every man to his calling. A man had better not branch out in any calling unless he can compete with bright men who have knowledge.

We are competent for self-government, and, Brother Patten when you cross over there will be somebody else co-operating with others that will guess on the amount of wheat and corn just as easy as you guess it. (Applause.) We farmers don't mind how much guessing you do. The consumer of the wheat and the corn determines its price, and if the competition between St. Louis and Chicago, and Galveston and New Orleans, and New York and Baltimore, with these great iron rails, stretching out for 230,000 back and forth, each competing for the particular locality, assure in the first instance to the manufacturer for his product and the farmer for his product a fair price, as I believe it does assure it. As I said at the commencement, then I say, God speed you, and so far as I am concerned, so long as you perform your functions, as well as you have done and so long as I will never throw a stone at your house, because you are useful. (Applause.)

We have agricultural colleges and experiment stations. When I came to Illinois 40 years ago, the farmers said our black soil will produce corn forever. By degrees they have cum to rotate their crops, and they are conserving their resources. Why are they getting 25¢, 30¢ and 50 cts. corn. That is why they are

doing it. I have no fear for the future. I don't believe the country is going to the demilitar bow wows. (Cheers.) I do not believe we can promote the interests of the people by bonding the country up for a thousand million dollars to improve our internal waterways. When we have 400,000,000 inhabitants, as we will have, our waterways will be improved notwithstanding that our railroad mileage will have been doubled. (Prolonged cheers.)

Assembly Notes.

"Toledo for Me" buttons were in evidence.

A. D. Campbell had a card with a camel on it.

Smoking was permitted on the floor of 'Change for the first time in all history.

Centennial Celebration buttons were worn by some of the St. Louis delegates.

Large credit is due to the committees of the Board of Trade which planned so perfectly the splendid program, and carried it out so smoothly.

Golden coins bearing the inscription, "It's hell to be poor" on the face and "Consign your grain to Hinds-Lint Grain Co. and get rich" on the reverse side, were distributed by Mr. Hinds.

To give members and visitors more time between the close of the session and the opening of the business meeting Friday, 2:30, the directors adjourned the Board at 12:30 instead of the regular 1:15 hour.

One of the most enjoyable features of the assembling of the Exchange delegates was the reception on the floor of the Exchange during trading hours, the big room being crowded most of the time with visitors.

As a souvenir a reproduction of the *Daily Trade Bulletin* for Sept. 17, 1853, was distributed by its publishers. A half a century ago this indispensable price circular was printed on one side only in 4¼ by 6½ inches of type.

The decorations of the Exchange Hall of the Board of Trade were a surprise to even the local members. The arrangements for the meeting from badges, banners, banquets and beefsteaks, to meetings and motor car rides were complete in every detail.

Last Tuesday night many members of the Indiana Grain Dealers Ass'n met at the office of the organization in Indianapolis and arranged for the entertainment of the visiting delegates to the Grain

Dealers National Ass'n in Indianapolis Oct. 6, 7 and 8.

Chas. B. Murray, superintendent of the Cincinnati Chamber of Commerce, better known as one of the foremost crop statisticians of the country, received an ovation. With his snow-white beard this veteran of 72 years was a conspicuous figure on 'Change and the recipient of many warm handshakes.

Edward H. Culver, director-general of the Toledo Fair, Sept. 13 to 18, left five professors of the O. S. U. to keep the cereal show going during his absence. This fair, in which the Toledo Produce Exchange and three states are interested, has been a success financially and in every way, said Big Chief Culver.

The visitors thoroughly enjoyed every minute of their stay and freely expressed their hearty appreciation of the magnificent entertainment tendered them. Friday morning all were requested to register, and as each did so, he was presented with a coupon ticket admitting him to every event of the gathering.

The St. Louis Merchants' Exchange sent nearly 100 delegates together with Weil's Band of thirty pieces, and they kept the Band with them, adding much to the pleasure of the occasion. On Friday morning, the delegation marched to the Board of Trade, preceded by its Band into the large Exchange Room where many stirring airs were rendered until the hour for the opening.

The Automobile Ride.

On Saturday afternoon promptly at 1:30, the visitors and many local dealers assembled at the Board of Trade and were taken in automobiles through the South Side parks and boulevards to the South Shore Country Club, where refreshments were served, and after a short stay were taken back over the West Side boulevards around the city to Bismarck Garden, where a beefsteak dinner with all the trimmings of a summer garden brot complete satisfaction to the diners. The St. Louis Band again favored the delegates with many stirring airs.

After the dinner had been disposed of, the party was again taken in automobiles to the American Music Hall, which had been chartered for the occasion, so that the grain dealers had the freedom of the Hall and could sit wherever they liked.

The evening's program was interspersed with many references to the Exchange dealers, and happy hits on favorites.

Chicago Grain Congress Failure.

Sad but True, says Our Boy Solomon. It was a failure. It failed to reveal any pikers on the Chicago Board of Trade. They are all millionaires on hospitality. Some of the members chase eighths and quarters in the grain pits, but they were all kings and on a par when entertaining the delegates. It was not a booze party, but a pleasant, dignified cluster of entertainments, which were made successful by the glad hands rather than the amount of money expended. They had a jovial jolly for everybody. They each carried a box of Chicago salve and made every delegate feel that he was the Candy Kid.

The banquet was extra dry and so was the humor of Walter Fitch, the toastmaster. He was brilliant. He handled the 760 grain men present without the aid of a joke book. Uncle Joe Cannon warmed up like a two-year-old and never appeared to better advantage. King James Patten received the greatest ovation. He did not resort to any climaxes or oratorical aeroplanes, but talked plain, common sense about the business.

Writer was chastised by several for not accepting the very kind invitation to speak. Nature is to blame. I fully appreciate that it was a glorious chance to advertise. I have ordered a silver tongue. My kingdom for one like Walter Fitch's.

Toledo delegates feel as if they had big debit balances with many of the Chicago members. George Marcy appeared to be the Director-General and certainly worked harder than when he was a boy plumber. He knows how to do big things. Toledo feels under direct obligations to Billy Lake, Howard Jackson, Chas. VanKirk, J. G. Steever, Z. P. Brosseau, Horace Wing, E. W. Bailey, and 909 others.—Frank I. King, Toledo.

In Attendance.

Among those in attendance were

Olean, N. Y.: John Slocum.
Seattle, Wash.: R. C. Hasson.
New Orleans, La.: S. Weiler.
Richmond, Mich.: W. H. Acker.
St. Joseph, Mo.: J. L. Frederick, E. P. Peck and N. S. Shannon.
Indianapolis, Ind.: E. W. Bassett, Bert A. Boyd, Geo. R. Stebbins.



Automobiles Lined up and Approaching Entrance to Board of Trade for Loads.

Milwaukee: C. H. Baumann, Patrick Cudahy, Geo. A. Schroeder.

Kansas: Tom K. Bell and O. W. Hutchison, Wichita; E. F. Madson, Hays City.

Texas: Julius W. Jockusch, Galveston; R. B. Paddock, sec'y Com'l Club, Fort Worth.

Louisville, Ky.: Chas. T. Ballard, S. Thurston Ballard, R. L. Callahan, F. G. Williams.

Winnipeg, Man.: H. M. McBean; Geo. Fisher, pres. Grain Exchange; John Fleming; W. H. McWilliams.

Ohio: E. A. Grubbs, of E. A. Grubbs Grain Co., Greenville; Geo. M. Varley and C. G. Watkins, Cleveland.

New York City: Lynden Arnold, L. W. Forbell, of Forbell & Kipp; Geo. R. Greene, T. H. Story, W. H. Trafton.

Duluth, Minn.: Ward Ames, G. G. Barnum, S. H. Jones, W. J. McCabe, Chas. F. Macdonald, sec'y Board of Trade.

Tennessee: J. B. Horton, Lee D. Jones, T. B. Jones, W. C. Kilgore, M. P. McLaughlin, S. Tate Pease, Memphis; Geo. Tullare, Nashville.

Cincinnati, O.: F. F. Collins; Frank Curran; A. C. Gale, of Geo. Bros. Co.; Al Gowing; Adam Smyr, and Chas. B. Murray, supt. Chamber of Commerce.

Pennsylvania: E. E. Delp, of Delp, Ettinger & Co., Frank E. Marshall, sec'y Commercial Exchange, and E. H. Price, Philadelphia; Wm. A. McCaffrey, Pittsburgh.

Detroit, Mich.: Geo. Beck, pres. Board of Trade; Frank T. Caughey, John Coope, A. S. Dumont, Fred E. Emmons, Fred W. Harrison, chief grain inspector; Wm. Lichtenberg, L. A. Parsons, R. C. Roberts, David Stott.

Baltimore, Md.: John M. Dennis of Louis Muller Co.; Louis P. Goldsborough; Chas. C. Gorsuch; G. A. Hax of G. A. Hax & Co.; W. E. Harris; Geo. S. Jackson; Chas. C. Macgill and John W. Snyder of Hammond, Synder & Co.

Iowa: L. W. Balgeman, West Bend; R. L. Blackford, Oskaloosa; E. L. Bowen, Des Moines; R. B. Kent, Sioux City; D. Rothchild, Davenport; O. A. Talbot, Keokuk; M. L. R. Tankersley, Sioux City; Geo. A. Wells, Des Moines; J. R. Whitney, Carroll.

Minneapolis, Minn.: W. R. Beatty; C. S. Bosch; C. M. Boynton of the Van Dusen-Harrington Co.; E. L. Brown; L. E. Brown; H. E. Hughes; A. Huhn; J. H. McCarthy; Fred McCord; John G. McHugh, sec'y Chamber of Commerce; D. McKinnon; J. R. Marfield; E. L. Phelps; Geo. D. Rogers, former sec'y Cham. Com.; John Schroeder.

Omaha, Neb.: W. H. Chambers; E. A. Cope of Uddike Grain Co.; F. S. Cowgill; C. C. Crowell; C. F. Davis; J. W. Holmquist; W. J. Hynes; F. P. Manchester, sec'y Grain Exchange; J. R. Morris; E. P. Peck; Geo. B. Powell, Chief Grain Inspector; Geo. A. Roberts of Roberts Grain Co.; S. Saunders; E. C. Twamley and C. L. Weekes.

Toledo, O.: David Anderson, Chas. S. Burge, Edwin L. Camp, C. S. Coup, Edward H. Culver, Chief Grain Inspector; W. H. Cummings, Henry L. Goemann, W. H. Haskell, F. W. Jaeger, of J. F. Zahm & Co.; Frank I. King, of C. A. King & Co.; L. A. Mennel, F. O. Paddock, E. L. Southworth, of Southworth & Co.; J. W. Young, J. Wickenheiser, of John Wickenheiser & Co.

Buffalo, N. Y.: C. Lee Abell, L. S. Churchill, of Churchill Grain & Seed Co.; Geo. H. Gisel, of Geo. H. Gisel & Co.; Nesbit Grammer, F. L. McLellan, Geo. Metcalf, Fred E. Pond, sec'y Corn Exchange; M. Purcell, of Buffalo Cereal Co.; R. W. Searle, T. J. Stoffer, of Alder & Stoffer; Geo. P. Urban, J. A. Seymour, Jr., H. D. Waters, H. W. Wohlers, of H. W. Wohlers & Co.

Kansas City, Mo.: E. D. Bigelow, sec'y Board of Trade; Geo. C. Carkner; F. G. Crowell; H. J. Dittenbaugh; Geo. H. Davis of Ernst-Davis Grain Co.; Oliver Denton; W. M. Giles; J. G. Goodwin, chief Board of Trade Weighing Dept.; C. C. Fields; F. C. Hoose, S. E. Hinds of Hinds & Lint Grain Co.; C. E. Lathrop, of Peirson-Lathrop Grain Co.; C. P. Moss of Moss Grain Co.; C. K. Megibben; J. A. McLincy; C. T. Neal; Jno. R. Neil; C. V. Purcell; F. E. Ransom; Jas. N. Russell; J. A. Theis; J. R. Tomlin of J. R. Tomlin Grain Co.; J. J. Wolcott and A. D. Wright.

Illinois: H. I. Baldwin, Decatur; Jas. L. Bush, Tuscola; Lee Cockrell, Jerseyville; Geo. W. Cole, Bushnell; J. W. Davidson, Champaign; W. W. Day, Elmhurst; J. C. Eisenmayer, Trenton; Leon Ezuziere, Manteno; H. E. Halliday, Cairo; M. J. Hogan, Seneca; H. W. Hudson, Decatur; H. N. Knight, Monticello; J. H. Lloyd, Spring-

field; G. W. Madden, Thawville; Sherman Neiman, Warrensburg; W. E. Rich, Kan-kakee; O. J. Roberts, Roberts; John Schultz, Beardstown; H. C. Suttle, Kenney; E. F. Thompson, Champaign; Wm. Warner, Beecher; Geo. E. West, Thawville.

Peoria, Ill.: F. Baker, H. I. Battles, Geo. Breier, Chas. S. Burdick, A. D. Campbell, Peter Casey, J. R. Chisholm, E. C. Coffey, F. M. Cole, W. T. Cornelison, pres. Board of Trade; H. H. Dewey, I. W. Donmeyer, T. A. Grier, L. Gruss, L. L. Hyde, C. J. Vachenheimer, R. A. Webster, W. C. White, A. Woolner, Jr.

St. Louis, Mo.: R. P. Annan; Allen Baker; C. H. Bacon; Bert Ball; C. B. Barron; E. L. Bartlett; J. P. Berger; J. B. Bethune of W. L. Green Commission Co.; H. J. Brady; L. C. Breed; J. A. Buse; M. W. Cochran; J. A. Conner; M. J. Connor; B. P. Cornell; H. G. Craft; H. W. Daub; John Dover, super. Merchants Exchange Weighing Dept.; M. C. Fears; E. M. Fleish; James W. Fuller of Slack-Fuller Grain Co.; W. A. Gardner; E. W. Gessler; F. D. Gill; Geo. L. Graham; John E. Hall; K. B. Hannigan; Eugene Hunn; Vincent M. Jones of John Mullaly Commission Co.; B. H. Lang; C. H. Langenberg; E. W. Lansing; J. C. Lincoln, traffic mgr. of Merchants Exchange; P. H. Litchfield; J. S. McClellan; Geo. C. Martin, Jr., of Goffe & Carkner Co.; E. P. Meyer; B. J. McSorley; John L. Messmore; W. A. Miller; N. L. Moffitt; Geo. H. Morgan, sec'y Merchants Exchange; T. B. Morton; Chas. L. Niemeier; J. H. O'Neil; J. B. Parrott; Erich Pickler of Pickler & Beardsley Commission Co.; Samuel Plant; Robt. W. Pommer; A. Samuel; Edward E. Scharff, pres. Merchants Exchange; Chas. A. Schreiner; Gilbert Sears; F. W. Seele; Edward Shannon; C. A. Smith; C. F. Sparks; J. B. Stevenson; H. D. Spencer; E. F. Travis; O. A. Travis; N. R. Wall; A. A. Webster; C. L. Wright and S. A. Whitehead.

According to the 1909 returns the Kansas alfalfa area aggregated close to one million acres, a net gain over the preceding year of 114,380 acres, or 13 per cent. Kansas early acquired the lead in alfalfa growing and from the latest available statistics it appears that state has nearly twice as much land in this crop as its closest competitor.

Serious losses in the wheat crop are reported from Argentina, due to the invasion of locusts following prolonged drought. Previous to 5 years ago the locust or grasshopper pest was occasionally as destructive in some parts of Argentina as it was in the early days in Kansas. In late years, however, the government has been quite successful in keeping the pests down. Hence it has been regarded as of little menace but only a few days ago a cable to an American farm machinery concern said: "Serious damage to crop by locusts." Seeding in Argentina begins about May 15 in the north and continues to the end of August in the south, the average and best seeding being done in June and July.

The rare grain known as "canary" wheat may become one of the extensive products of South Dakota. G. K. Satchell, of Iroquois, is the first farmer to experiment with this wheat. Mrs. Satchell procured the seed with flower seed and it was sown. When it had attained a good growth samples were sent to the state agricultural college for inspection and classification but it was found necessary to forward them to Chicago for identification. Authorities there pronounced the specimens "canary" wheat, a grain suited for food for canaries, owls and other birds. Satchell is planning to devote considerable acreage to the unusual grain next season. So far as known this is the first wheat of the kind ever raised in South Dakota.

Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

B C R & N 48191 passed thru Oxford, Ia., Sept. 22, leaking corn out of end door; leak was bad; did not have time to repair.—W. B. Jones.

C. & N. W. 62864 passed thru Dousman, Wis., Sept. 22, leaking barley at side door; could not stop leak, as train did not stop long enough.—Martin & Hill.

G N 35688 east bound passed thru Westhope, N. D., Sept. 20, leaking wheat badly over forward truck.—C. W. Clark, agt. Winter & Ames Co.

Soo 3484, eastbound, passed thru Wimbeldon, N. D., Sept. 20, leaking wheat badly at draw bar. I notified conductor of train and station agt.—C. M. Dale, agt. Atlantic Eltr. Co.

Omaha 14116, southbound, leaking oats at end door on arrival at Pender, Neb., Sept. 18. Reported same to crew while switching and car was put on siding. End door was not sealed and had not been boarded up. Repaired car and it has gone on.—R. P. Mason, with Holmquist Grn. & Lbr. Co.

I. C. 23930, northbound, loaded with corn passed thru Elwin, Ill., Sept. 17, leaking badly at one end.—G. S. Connard & Co.

I. M. 18995 passed thru Palmer, Kan., Sept. 15, leaking wheat thru grain door.—W. C. Brown.

M. P. 25312 leaking wheat over drawbar when passed thru Palmer, Kan., Sept. 15.—W. C. Brown.

B. & O. 85587 loaded with yellow corn passed thru Ireton, Ia., Sept. 11, going east, leaking badly at side.—R. L. Staben.

C. M. & St. P. 34278, eastbound, passed thru Britt, Ia., Sept. 9, leaking corn at end; both truss rods from under supports.—C. E. Buzick, agt. Reliance Eltr. Co.

C. M. & St. P. 71650 passed thru Winklemans Sta., Cooper p. o., Ia., Sept. 9, leaking shelled corn thru hole in bottom that had been patched with a board. Car was running a steady stream of mixed corn.—D. Milligan Co., Jefferson, Ia.

T. H. & P. 20993 passed thru Kemp, Ill., Sept. 8, leaking shelled corn from bottom of car on side and about 6 ft. from end of car. Local freight No. 84, eastbound.—C. W. Smith.

N. Y. C. & St. L. 11252 passed thru Kirkpatrick, Ind., Sept. 8, going east, leaking corn over the drawbar.—F. Evans.

Grand Trunk 11042, leaking yellow corn at side where it had been patched before loading arrived at Correctionville, Ia., Sept. 6; leaking very badly; put sack in leak, but car was sidetracked for repairs.—John F. Burns.

C. & N. W. 76994, leaking yellow corn over draw bar on one end while sidetracked at Pesotum, Ill., Sept. 6; helped crew patch it up best we could.—Kleiss & Gilles.

C. & N. W. 37132, leaking white corn all over at Correctionville, Ia., Sept. 6; not fit to load ear corn in; fixed best I could, but did very little good; doubt if any corn left in it at destination; train made short stop, so could do little.—John F. Burns.

P. C. & St. L. 53464 passed thru Berwick, Ill., Sept. 6, leaking wheat at side of door and end of car; had been patched with burlap with board nailed over both places, but was still leaking.—W. M. Simmons.

C. & N. W. 71610, loaded with yellow corn, has been on side track at Ashton, Ill., since Sept. 4, if not longer; one end door open, other not sealed; leaking at open door; our man fixed it up so as to stop leak.—L. J. & R. W. Jeter.

N. P. 32836, sidetracked at Twin Valley, Minn., Sept. 3, leaking wheat badly over trucks in floor; a very bad leak.—H. Vehle, agt. Thorpe Eltr. Co.

M. C. 42505 passed thru Oakwood, Ill., Sept. 3, leaking white corn at side half way between door and end of car.—E. A. Fox, agt. for B. B. Minor.

C. B. & Q. 31220 going south at Mounds, Okla., Sept. 1, was leaking wheat at side half way between end of car and door.—R. L. Barton.

Frisco 123220 going south at Mounds, Okla., Sept. 1, leaking wheat at side half way between end of car and door.—R. L. Barton.

Free Storage

Free storage of grain and advancing money to farmers without interest are two evils that have been forced upon the trade by competition. These practices have been so harmful to both dealer and farmer that they have been discontinued in many localities. The experience and opinions of many dealers on free storage are given herewith. Most of them condemn the practice.

Do Not Store.

Mont, Ill.—No storage practiced at this point.—Joseph Hlad, purchaser, Valer-Spies Mfg. Co.

Free Storage Disapproved.

Mt. Carmel, Ill.—Do not approve of granting free storage and custom is not followed here; no money advanced.—Bernet, Craft & Kauffman Mfg. Co.

Storage Bad Policy.

Fairland, Ill.—We do not store grain; think it bad policy. We do not advance money on grain; have not for 2 years.—Wm. Murphy, agt. Paul Kuhn & Co.

Does Not Believe in Storage.

Donnellson, Ill.—I do not furnish any storage for farmers as I do not believe in it; when they bring their grain in they either sell or take it home.—H. E. Myatt.

Store Free Sixty Days.

Chatsworth, Ill.—We store grain for 60 days free and $\frac{1}{4}$ c a month thereafter till sold. We do advance some money on grain but not much.—J. C. Corbett Co.

Never Have Stored.

Mulberry Grove, Ill.—We do not store any grain for farmers nor ever have done so at this station. No one here stores for farmers.—Valer & Spies Mfg. Co., per W. A. Elam, agt.

Storage Bad Policy.

East Lynn, Ill.—We do not grant storage free; have no grain stored in elevator except what is paid for. Don't think storage is very good policy. Do not advance any money on grain.—J. A. Mouch & Co.

Charge $\frac{1}{4}$ Cents Per Month.

Granite City, Ill.—We do not grant free storage but charge farmers $\frac{1}{4}$ c per month storage and insurance from date they finish hauling, granted 3 days to haul their wheat.—Schultz & Niemeir Co., per H. H. B.

One of the Worst Practices.

Radford, Ill.—We do not store grain at this place and think it one of the worst practices that grain men have. As to advancing money we are doing very little of it and then only on note with interest.—Evans Elevator Co.

Never Started Free Storage.

Elvaston, Ill.—We have never given free storage and never take grain into elevator for storage unless it is bought. Do not think it a good practice either way and it has never been started in this vicinity.—M. C. Gerard & Son.

Charges Only for Insurance.

Reading, Ill.—I do not get any storage; all I get is insuring the grain, \$2.50 for every \$100 worth. Wish it could be stopped but cannot do it alone as the rest of them do it for nothing and of course I have to do the same. My house is two-thirds full of grain now and it holds only 26,000 bus.—John Bowlin.

Charges for Insurance on Stored Grain.

Magnolia, Ill.—We store grain, mostly oats, and charge the customer $\frac{1}{4}$ c per bu. per month for insurance and won't receipt any grain for storage unless the insurance is applied and grain is grade of 3. In our opinion the storage business should be done away with; let the farmer keep his stuff at home or sell it. As very often after same is in store they want to draw the money which we have to advance but with interest at 7 per cent.—Surface & Engsign.

Half Cent a Month and One Cent for Loading Out.

Macomb, Ill.—Not much grain stored here but when stored no charge is made if sold to house within 30 days; if loaded out $\frac{1}{4}$ c per month for storage from time received and 1c per bu. for loading out.—Chas. Munson, agt. Buckley, Pursley & Co.

Free Thirty Days; Then Quarter Cent Per Bushel.

Held, Ill.—We store grain 30 days free; after that charge $\frac{1}{4}$ c per month. We charge interest on money advanced and give interest if they leave their money over 30 days. We do not like the grain storing business.—J. W. Fehring, mgr. Hopewell Grain Co.

Free Storage Does Not Pay.

Tunnel Hill, Ill.—We do not give free storage on wheat and cannot figure how others can do it. None of our competitors claims that it pays; would be pleased to see it cut out except on a rental basis and 6 per cent on money advanced; like any other legitimate business and nothing less.—W. H. Cover & Bros.

Free Thirty Days; Half Cent Thereafter.

Fletcher, Ill.—We have given 30 days free storage and $\frac{1}{4}$ c per bu. per month thereafter. We do not have very much storage at our station. Do not like the practice and think it would not be satisfactory on an extensive scale. We charge interest on advances of over \$50 but do very little advancing.—Hawthorne Grain Co.

Free Storage Unbusinesslike.

Hopedale, Ill.—It has been my custom to give free storage during my 12 years in the grain business and without limit of time; also to advance money without interest but for the last year have been charging interest on advances. The former method is unbusinesslike and very unsatisfactory but rather difficult to abolish.—C. L. Smith.

Never Believed in Free Storage.

Plainview, Ill.—Never any business of that kind at Plainview—at any rate not by me. I never have had any room to store wheat for farmers. Never have believed in it myself and never encouraged it here. Cannot see how any grain dealer could afford to grant free storage. I should condemn it from my view of the trade.—Arthur Boyle.

Thirty Days Free; Then One Cent Per Bu.

Poplar City, Ill.—We give 30 days free, after that 1c per bu. This storage business is all right, as some farmers have no way of keeping their grain at home, and you get the grain when they are ready to sell at the price grain is worth at the time they sell. It is an accommodation to the farmers and I don't see that the elevator man loses anything by it.—F. M. Sams, agt. McFadden & Co.

Free One Month; Then One Cent per Bu.

Carlinville, Ill.—We have been granting free storage for first month and thereafter charging 1c per bu. per month. We now charge $\frac{1}{4}$ c for first month and thereafter 1c per bu. per month. It is no advantage to shipper to store wheat at any price. Shipper is making great mistake in advancing money to farmers. As a rule they are persons who cannot get money at bank and are likely to haul their grain somewhere else when they sell it.—C. R. Aden & Co.

Will Discontinue Free Storage.

Kewanee, Ill.—Up to a short time ago I gave free storage for 60 days, after that $\frac{1}{4}$ c per month. Hereafter I intend to charge $\frac{1}{4}$ c per month, no free storage. My competitor, an old grain man, always has charged $\frac{1}{4}$ c per month after it is stored, no free storage. I think free storing is very unsatisfactory. It costs to insure the grain, it shrinks and a person cannot hold his own grain if prices are not satisfactory. Everybody ought to refuse free storage.—F. E. Jones.

Thirty Days Free; Then Half Cent Per Bu.

Lyndon, Ill.—Practice here is storing 30 days free then $\frac{1}{4}$ c per bu. per month. If any money advanced it draws 7 per cent. Would rather buy grain outright than store it any time. Storing is bad business; not one in 12 who stores that is satisfied; farmer thinks you are taking advantage of him because you have the grain or if market goes down he kicks and wants you to throw off storage.—D. H. Woodward, agt. Neola Elevator Co.

Dealer Loses Shrinkage of Stored Grain.

New Windsor, Ill.—We store grain free 30 days, then if not sold we charge 1c per bu. for the second 30 days or fraction thereof and at the expiration of 60 days we charge $\frac{1}{4}$ c per month until sold. We are not in favor of storing grain; it is not good business. We seldom pay advance money on grain in storage as it is a poor business principle to do so. What can a dealer hope to gain storing oats from the threshing machine? He will lose the shrinkage in green grain.—J. C. Spivey & Co.

A Disadvantage to Farmer and Dealer.

Triumph, Ill.—Has always been the practice to give free storage for 30 days and $\frac{1}{4}$ c per month or fraction thereof. I think it a disadvantage both to farmer and dealer as often farmer takes less when he sells than when he delivers grain and consequently will think dealer should not charge him storage, which gives chance for disagreement. Think it would be better if no elevator would store grain. Most dealers will advance a small amount without interest.—E. N. Cook, mgr. Triumph Grn. & Sup. Co.

No Storage; Advances on Written Contract.

Bradfordton, Ill.—We store no grain now and any advances made on grain are only on written contract and interest from date until grain is delivered. We learned several years ago that storing grain was bad business and that advancing money without interest caused farmers to get careless about delivering, so we cut out both. Occasionally farmer wants some money which we advance on written contract and charge interest from date until lot of grain is delivered.—Beggis & Havey, per C. A. Havey.

Not Businesslike to Store.

Kansas, Ill.—At this point we do not store any grain at all, farmers seldom requesting it. If they did we would refuse as everything is bought on the market quotation. The only point storing in this way I know of is Dudley, Ill., 4 miles east of us. We do not think it business to store for farmers as prices would have to be agreed on afterwards as competitors are always anxious to put prices a little high because stuff is in your bins. Consequently we do not take any grain on storage basis.—F. B. Owens, agt. Paul Kuhn & Co.

Sixty Days Free; Then Quarter Cent per Bushel.

Varna, Ill.—We store grain 60 days free; after that period charge $\frac{1}{4}$ c per bu. per month for 4 months, limiting storage to 6 months. Not in favor of storing grain (as a rule) at any price but competition compels it. Do not think it any advantage, other than this, to dealer. We can see advantage to farmer as he gets rid of shrinkage but in our experience have found he loses, more often than gains, by storing. We do not advance much money on grain; when we do it is usually on grain sold for prompt delivery and we do not charge interest.—Wm. Scarborough, agt. Farmers Grn. & Coal Co.

Dealer Loses by Stored Corn Spoiling.

Deers, Ill.—I allow 30 days free storage, thereafter $\frac{1}{4}$ c a month. On money advanced I charge note with interest at 7 per cent, also make farmers pay insurance on grain, 50c on the \$100 per month. I think storing grain free a bad practice and I for one would like to cut it out, for this reason: In the early fall the corn will not keep in the bins shelled and if it spoils on your hands you are the loser; and again when the farmer gets his grain in the elevator he invariably wants some money on it and kicks if you ask him to sign a note as he says it will be only a few days until he sells. Sometimes these days are months.—F. C. Edwards.

The G. D. N. A. Will Meet in Indianapolis

Big Convention of G. D. N. A. at Indianapolis.

The attendance at the convention of the Grain Dealers National Ass'n, to be held at Indianapolis Oct. 6, 7 and 8, it is now confidently believed, will reach one thousand. The work of preparing the program for the event is now being pushed to completion and many interesting features are promised. The status of railroad fares remains the same as last year, the general enactment of two cent fare laws giving practically a rate of one and one-third fare for the round trip, computed on the old basis.

Indianapolis has ample hotel accommodations for all that wish to attend the convention but, as pointed out in a recent communication to members by Sec'y John F. Courcier, early reservations will help to avoid congestion and confusion in assigning quarters after delegates have begun to arrive.

The National Ass'n has no secrets. writes Sec'y John F. Courcier. All its work is open and above board; therefore, non-members with good reputations are welcome.

Twenty-one new direct members and one associate member have recently been enrolled in the Grain Dealers' National Ass'n. The new direct members are:

George M. Warner, S. J. Clevenger, E. K. Lemont & Son and J. B. Pultz & Co., of Philadelphia;

Brainard Commission Co., Power, Son & Co., Knight & McDougal, M. B. Jones & Co., Parker & Graff, Gibbs & Robinson, B. F. Schwartz, Clearman & Stenson, of New York City;

The Townsend-Ward Co., The Church-hill Grain & Seed Co., Seymour Grain Co., Pratt & Co., Alder & Stofer, of Buffalo;

S. E. Faithful and W. D. Fulton of Boston;

Oklahoma City Mill & Elevator Co., Oklahoma City, and Edward C. Bassel of Clarksburg, W. Va.

Lunham & Moore, New York City, is the new associate member.

Committee on Resolutions.

Too much importance cannot be attached to the work of the Committee on Resolutions. If the officers of the National Ass'n are to be active during the ensuing year, and at the same time let their activities reflect the will of a majority of the trade, all questions sufficiently developed to be made subjects of resolutions, should be reported to the Committee on Resolutions, with a full explanation as to what they are designed to accomplish.



The National Ass'n; Its Work.

The Thirteenth Annual Meeting of the Grain Dealers National Ass'n, to be held at Indianapolis, Ind., on Oct. 6th, 7th and 8th, promises to mark an epoch in the history of the grain trade.

Active for thirteen years in the advocacy of better conditions, not only within the trade itself, but also in all matters of a national character pertaining thereto, a full program of questions in different stages of progress will be presented for consideration, advancement, and completion.

The realization of the great need for a National Ass'n has now become so firmly fixed among the active representatives of every branch of the trade, that it is a question no longer as to whether or not we shall have a National Ass'n, but as to the percentage of increase in membership, individual interest and financial support that each year shall show, until all those essential elements shall, as an entity, stand unexcelled and unquestioned as the true representative of the Grain Trade in all matters of interstate and national character.

Considered from this standpoint, the conclusion is that regardless of the existence of organizations representing localities, states, climatic sections, or special interests, the Grain Dealers' National Ass'n will continue, in an increased ratio, to be the National index to what the Grain Trade stands for; therefore, grain dealers with views as to what the policies of the Association and as to the choice of the official roster should be, owe it to themselves not to leave it to others to make his speeches and do his voting, but to be on the Convention floor himself, prepared either to convince or be convinced.

The grain dealer who remains at home will have no one but himself to blame if his opinions and preferences are not reflected in the actions of the Convention.

Chief Grain Inspectors Will Meet at Indianapolis.

Our next annual meeting of the Chief Grain Inspectors National Ass'n will be held in Indianapolis, Ind., Oct. 6, 7 and 8. A number of matters of great importance to members will be considered; and government inspection and uniform grade rules will be thoroughly discussed.—E. H. Culver, pres., Alfred Anderson, sec'y.

Uniform Demurrage.

The officers of the National Ass'n are to be congratulated upon their good fortune in securing Hon. John H. Marble, Attorney to the Interstate Commerce Commission, for an address on the subject of "The Proposed Uniform Code of Demurrage Rules."

Mr. Marble is at the head of the Divisions of Prosecutions of the Interstate Commerce Commission, and his very efficient work has earned him a national reputation. He has an intimate knowledge of the demurrage question, and is thoroughly in sympathy with the movement for uniform rules.

Program Grain Dealers National Ass'n.

The program of the 13th annual meeting of the Grain Dealers National Ass'n which will be held in Indianapolis Oct. 6, 7 and 8th so far as arranged is as follows:

Wednesday, Oct. 6, Morning Session.

9:30 a. m. Invocation—Rev. Dr. Stansfield, Indianapolis, Ind.

Address of Welcome—Hon. C. A. Bookwalter, Mayor of the City of Indianapolis.

Address of Welcome—Aquila Q. Jones, President of the Indianapolis Board of Trade.

Address of Welcome on behalf of the Indianapolis Grain Dealers' Ass'n—Wm. B. Foresman, President.

Response on behalf of the National Ass'n—Charles C. Miles, Peoria, Ills.

President's Annual Address—A. E. Reynolds, Crawfordsville, Ind.

Appointment of Committees.

Wednesday Afternoon Session.

2:30 p. m. Report of Executive Committee—J. W. McCord, Chairman, Columbus, O.

Secretary-Treasurer's Report—John F. Courcier, Toledo, O.

Report of Membership Committee—Fred D. Austin, Chairman, Chicago, Ill.

Report of Arbitration Committee—H. S. Grimes, Chairman, Portsmouth, O.

General Discussion on Arbitration.

Thursday Morning, October 7.

9:30 a. m. Report of Trade Rules Committee—E. A. Grubbs, Chairman, Greenville, Ohio.

The Country Elevator—Geo. D. Montelius, President Illinois Grain Dealers Ass'n, Piper City, Ills.

Uniform Grades—W. N. Eckhardt, Chairman Uniform Grade Promulgation Committee, Chicago, Ills.

Report of Crop Report Committee—Fred Mayer, Chairman, Toledo, O.

Thursday Afternoon Session.

Address—Senator Albert J. Beveridge. 2:30 p. m. National Council of Commerce—E. M. Wayne, Delavan, Ills.

Uniform Bill of Lading—Chas. England, Chairman Committee on Uniform Bill of Lading, Baltimore, Md.

Uniform Bill of Lading from the Bankers Standpoint—James W. Sale, President Indiana Bankers' Ass'n, Bluffton, Ind.

The Proposed Uniform Code of Demurrage Rules—Hon. John H. Marble, Attorney to the Interstate Commerce Commission, Washington, D. C.

Margins on Purchases and Sales of cash grain for future delivery—Henry L. Goemann, Toledo, O.

Friday Morning, Oct. 8.

Legislation—E. L. Rogers, Chairman Legislative Committee, Philadelphia, Pa.

Advantages of Association Co-operation—Harry W. Robinson, President National Hay Ass'n, Greensprings, O.

Report of Transportation Committee—C. S. Bosh, Chairman, Fort Wayne, Ind.



The Grain Dealers National Ass'n and the Proposed Federation of Grain Exchanges—Geo. A. Wells, Secretary Western Grain Dealers Ass'n, Des Moines, Ia.

Friday Afternoon Session.

2:30 p. m. Reports of Special Committees.

Unfinished business.

Election and Installation of officers.

New Business.

Adjournment.

Special to Indianapolis, Oct. 5.

Many grain dealers of Chicago and Western points are already reserving berths on the Big Four's night train, special cars having been provided for, which will be attached to the train leaving Park Row Station at 11:45 P. M.

Upon arrival at Indianapolis, these special cars will be parked near the depot, so that passengers can remain in berths until 7:30 A. M. Oct. 6.

Those who have joined parties going to National Association Meetings in the past, appreciate the added pleasure of good company on the way. Then, too, by meeting the fellow travelers, members of the party have more time to meet others while at the convention.

The Country Elevator.

Mr. Geo. D. Montelius, President of the Illinois Grain Dealers Ass'n, is to address the National Convention on the subject of "The Country Elevator."

From the view-point of the Grain Trade, the Country Elevator is one of the fundamental bases of operations, and no one is better equipped to lay before the Convention the shipper's side of the great problem of the expeditious and economic movement of grain for shipment and delivery than Mr. Montelius, who knows the value of co-operation.

Gum Kino for Preserving Bags.

Experiments in treating bags for their preservation hold interest for American shippers of wheat and other cereals and fertilizers, there having been complaint of bags rotting in transit. The experiment that proved successful was tried in Australia where great loss had annually been incurred owing to the destruction of bags in which superphosphate fertilizer was shipped and stored. The bags were destroyed by the free acid in the manure and repeated rebagging and the use of double bags, to guard against the loss, had become a heavy tax on the farmer. Experiments then were undertaken in search of a method whereby this waste might be avoided and bags treated in various ways were submitted to tests.

One bag which had been treated with a strong solution of red gum kino gave very satisfactory results. It was filled with a very acid superphosphate (which had completely rotted the double bags in which it had been imported) and was stored for 6 months surrounded and covered by other bags containing the same manure. At the end of the 6 months the bags by which it was surrounded had rotted and given away in all directions, but the bag treated with kino came out as strong and intact as when put into the store. The test was so satisfactory that many engaged in the superphosphate trade are applying this method of treatment on a large scale, and there is every reason to hope that this simple and inexpensive method of preserving bags will be effective.

Elevator Legs as They Are.

BY J. F. FORRIST.

There came a time in the economical development of the grain trade, when elevating grain in bulk became necessary, and like all new contrivances, crude improvisations was the proper way to test their availability.

The elevator leg of today has become an absolutely essential institution, and many millions of capital depend upon its action and efficiency.

It plays a most important part in transportation affairs. It is essentially an operating mechanism, a functioning machine, a mechanical appliance.

All the great harvests of grain, the most important produce of agriculture, which feeds the world, passes through and is handled by this one mechanical device.

On how many other single movements do we more implicitly rely?

Is it not worth our while to improve its operation, to cheapen its cost, to increase its efficiency? Will not economy here, in some degree, affect us all?

Is not an awakening interest in its technical improvement, a desirable indication?

I have seen none who thought otherwise. I know of not one single elevator engineer, who does not admit the inefficient service, the unsatisfactory operation, as an industrial engine, of the ordinary elevator leg equipment. An astonishing thing is that this important operation is not made automatic.

Another is the economic waste. A large percentage of the power supplied for operating the cup belt, is admittedly not for actual economical use, but for abnormal conditions, constantly imminent, and momentarily expected to arise.

This waste is not limited to the motive power, but applies to all parts of the equipment in corresponding proportions. Such an unscientific assemblage is hardly to be seen elsewhere in modern machinery.

This condition accounts, in a great measure, for the lack of interest heretofore manifested in its improvement. It puzzles the mind, where to commence; for with these conditions constantly in view, it is like unto a bookkeeper who attempts to force his trial balance. He wonders in anxiety, where the penalty for his act will first appear.

The dimensions of the cup belt used is not selected for the productive work it can accomplish, but for the uncalculable emergencies that may arise, and put an extra strain upon it.

One engineer may provide an excessive (extravagant) size of cups, in order to be certain of getting sufficient actual productive elevating capacity, knowing that the excess in size of cups cannot be actually used.

Another with the same belt may not provide for one-half as much elevating capacity, placing a different estimate on the unknowable contingencies. Neither is one-half the actual belt capacity for actual productive work, as calculations are made for belts in any other use.

These extravagances in power and cup belt are but two illustrations, which must necessarily be continued throughout to the other parts in corresponding proportions.

About a year ago an inquiry was made in the Grain Dealers Journal, by one of its readers, as to the proper spacing of buckets on a belt, under certain specified conditions. Builders and others replied to the inquiry, and varied in opinions so widely (some giving twice the distance of others) as to convince the most skepti-

cal of the absurdity of the basis of calculations.

Any one who suggests improvements in this equipage to the owner is invariably confronted by the remark, "We can't stop to do it; to stop the elevator belt is stopping everything. With all its faults, we must keep it a-going; besides we are accustomed to them." They would evidently prefer to bear the ills they have, than flee to others they know not of.

The fact, however, is, he is adopting the most extravagant course possible. He had better stop once, and start right for the future.

Michael Angelo said, "Trifles make perfection." Any engineer can well afford to perfect his equipment of elevator legs where such manifest economies result. It would not interfere, but would supplant the success he has already attained in many ways.

To systematize, to simplify, to economize, to improve, can't be wrong. Some one must be benefited. In many ways it must amply pay the engineer. His professional success above all is his greatest reward, it is the goal for which he strives. He cannot make a genuine success, except as he approaches perfection.

Exports of Breadstuffs.

Our exports of breadstuffs during the eight months prior to Sept. 1, 1909, included 2,082,735 bus. of barley, 24,218,724 bus. of corn, 699,070 bus. of oats, 260,295 bus. rye, 19,508,600 bus. wheat and 5,084,484 bbls. of wheat flour; compared with 1,932,598 bus. barley, 25,277,049 bus. corn, 564,385 bus. oats, 1,823,932 bus. rye, 54,075,252 bus. wheat and 8,282,105 bbls. wheat flour during the corresponding period of 1908. The total value of all breadstuffs exported during the eight months prior to Sept. 1, 1909, was \$68,508,012, against \$113,561,180 during the corresponding period of 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

Leaks on Compression Stroke.

Leaks in gasoline engine compression create more difficulties than are generally suspected. Two results are quite often loss of power and enormous waste of fuel. An engine that is leaking away its compression may run in a manner after much trouble in starting it, but by using and exploding every charge it can get, it is barely able to keep in motion, and has no power left whatever to transmit to the driving of other machinery.

The suggestion is made that when the engine does not start readily and develops only a little power when running, it is well to suspect the compression and test it, which is readily done by turning the engine on to the compression stroke by hand and noting the resistance offered. If the engine wheels turn easily over the compression stroke then one can rest assured that there is a serious leak somewhere.

Either the valves do not seat properly; there are cracked or porous valve seats and poppets; the piston rings are leaking; there is a porous piston casting; or some of the plugged cylinder ports are leaking or possibly leaking around some of the parts that go to make up the sparking mechanism.

Pop corn in the estimation of the growers of Sac county is a good thing to hold, at least 500,000 bus. of the 1908 crop remains in cribs.—J. R. Whitney, Carroll, Ia.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

MORE CARE IN LOADING SACKED GRAIN.

Grain Dealers Journal: We wish to call to the attention of shippers in general, thru your Journal, that they are too careless in the preparation of cars for the shipment of sacked grain.

We are now receiving from northern markets sacked oats and other feeds. They load the cars, but do not knock down the nails around the door, nor do they put in grain doors, so in transit the sacks are jammed against these nails, and the contents spilled thru the door.

We have just received a car of oats on which we take Cairo weights. Five sacks were torn and practically all contents gone from the above cause. This is a great loss to receivers as we pay a high price for goods, by the time it is delivered here, and the margin is too small for many of these losses.

Now shippers please take notice and see that your men take more pains in preparing your cars for sacked grain.—Yours very truly, Cobb & Elliott Grain Co., Plainview, Tex.

WHERE IS ALLOWANCE OF ONE PER CENT FOR LOSS IN TRANSIT IN VOGUE?

Grain Dealers Journal: I am a seeker of information on a spot that has been a very "sore" one to grain and hay dealers in the Southeastern States, and perhaps in other sections, for many years. It is this: Is there any good reason why shippers should force on buyers a loss of 1 per cent on sacked grain and baled hay?

I can understand that in "old times" when transportation was irregular and many transfers en route were necessary such losses from handling were possible, but nowadays when a car is loaded at shipping point and never touched until discharged at destination I cannot understand why a good sack well sewed and into which 140 lbs. of corn or 160 lbs. of oats has been put should lose even a pound per sack between the shipper and receiver.

When the 1 per cent rule was first applied cars were not nearly so large as now and 1 per cent didn't look as big as it does on the 40,000 lb. car of today. When a shipper takes refuge behind the 1 per cent allowance to account for shortage of ten or more bus. of oats or five or more bus. of corn on a car it looks very much as if the discrepancy originated at point of shipment. In any event it looks very much like "robbery" to me.

Is this 1 per cent allowance for loss in transit in vogue everywhere or is it applied only to those who will stand for it? Isn't it about time that this relic of antiquity be discarded by reputable tradesmen? There is no doubt in my mind that if you put 160 lbs. of oats into the right sort of bag and sew properly, whether shipped from Chicago or Philadelphia it will weigh very close to 160 lbs. in Savannah, Ga.

If this percentage is a legitimate universal custom of the trade then it should be revised for, obviously, no honestly loaded car possibly can lose 1 per cent in transit, barring wrecks, of course. Let's have light and a lot of it on this subject.—Subscriber.

WHO SHALL PAY FOR TRANSFER-RING AND WEIGHING GRAIN?

Grain Dealers Journal: The Interstate Commerce Commission, which seems to be stubbornly opposed to elevation allowances and milling in transit privileges, continues to use its influence to discourage allowances, notwithstanding grain must be elevated at terminal points and central markets, or the rolling stock of all the grain carrying roads, unnecessarily delayed, and the grain shippers greatly handicapped.

The railroad companies have not facilities for elevating the grain, and it would seem reasonable that they should be permitted to buy the service wherever they can get it at a reasonable price. If the Commission denies a railroad company the right to pay elevator men for unloading cars, they will discontinue the service, because they cannot be expected to unload, elevate, weigh and re-load everybody's grain without compensation.

It costs some elevator operators at least ½ cent a bu. to perform these services, yet few of them are paid more than ¼ cent per bu. The railroad companies could not perform the services for themselves at what they now hire elevator men to do the work. If the last order of the Interstate Commerce Commission stopping the payment of elevation allowances is obeyed, the trade will be encumbered with a car famine, the like of which has never been witnessed. The elevator men, under present arrangement, stand the loss in weight due to handling grain through their elevators. This loss would be greatly increased, were the railroads to attempt to handle grain from car to car by hand. Such loss would be stood by the Western shipper, and the Eastern buyer.

Freight traffic men know full well that no railroad can perform the work for what they are now paying. The correct weighing of the grain, the quick release of the car is a service of value to the railroad company and to everyone interested in the grain. The business is handled promptly, interest on advances stopped, and capital released. The earning capacity of grain cars is increased through the use of this service more than what the railroads pay for it. Railroad companies hire men to unload, weigh and handle package freight everywhere without remonstrance from the Interstate Commerce Commission, and it is difficult to understand why the Commission is so persistently inconsistent. Why should the man who ships a box of crackers have his shipment unloaded, weighed and handled free of charge at destination, while the man who ships a carload of grain is denied such service if it be rendered to the railroad company by a terminal elevator man who has facilities for doing the work cheaper than anyone else on earth? If the railroad companies ever undertake to erect transfer elevators without any storage room whatever, they will find it costing them more than ½ cent to operate the house besides the cost of building and maintenance. Inasmuch as the railroad companies are not given to performing any service below its cost, they will be forced to advance the rate, and the shipper will pay the bill.

If anyone believes that the abolition of elevation allowances as ordered by the Interstate Commerce Commission would effect an economy in the handling of the country's grain shipments or do anyone identified with the trade any good, I would be pleased to know of it.—G. B. M.

DOUBLE TAX ON CORPORATIONS.

Grain Dealers Journal: An ancient law is now being enforced that we think a rank injustice. The local assessor places an assessment on all the property of a corporation and then the state comes along and taxes the capital stock of the corporation. Thus the same property is taxed twice to the same party.

The capital stock of the corporation is sold for money which is taxed on the local assessment and the capital stock, which is now in the hands of the purchaser, is taxed by the state to the corporation issuing it.

Of course, if the corporation holds a lump of treasury stock which is listed as an asset this should pay a tax; but as this is now arranged the corporation must pay two taxes on the same property, while the owner of the stock goes free, or the property is again taxed.

We advocate a repeal of this old law in justice to these corporations, of whatever nature. Corporations should be regulated, but not robbed. Even the state needs watching on some points, we are forced to believe.—Farmers Grain & Coal Co., Green Valley, Ill.

[The fact that the state corporation tax is not enforced in many counties of the state makes this assessment doubly unjust. To the burden on corporations is now added the federal corporate income tax on profits exceeding \$5,000 per year.—Ed.]

Too Much Foresight.

Those who are successful will be found to have what is called lots of foresight. Speculation is nothing but the intelligent anticipation of the future; some have a keen sense for this while others must struggle along with the remorse that hindsight gives.

Sometimes men are cursed with this foresight even more than the commonplaceness of hindsight. Prometheus had, you know and in the narrow circle of any acquaintanceship instances can be cited of men who saw too keenly into the future but acted on the superior knowledge too early. We recall the conversation of an old board of trade man who at the inception of the great bull campaign of last fall said: "There are many long wheat who will struggle along with their holdings from the uncertainty of the starting point and there are a few who will board the advance as soon as full steam is on and get to the end just as soon and just as profitably as the early ones, and, indeed," he added, "many of the original bulls will be worried out before the market is really underway."

The pioneer in almost everything is merely a blazer of the trail. It is the grasper of the psychological moment that really reaps the harvest these days. Which only goes to prove that anticipation is a gift with dynamite in it and should be labeled, "Caution, use carefully."—Market Record.

At a recent meeting of the Tennessee state board of health it was decided to order the isolation of all cases of pellagra. The opinion was expressed that the disease is communicable.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Winnipeg, Man., Sept. 17.—Prospects are for an early movement of the crop. Farmers are holding wheat. The crop of all the western provinces is fully 120,000,000 bus. Bulk of the stuff will grade No. 1 and No. 2 northern.—H. M. McBean, Monarch Grain Co.

Winnipeg, Man.—The August estimate of the Canadian wheat crop is 120,340,000 bus.; oats, 156,800,000; barley, 30,240,000; flax, 3,355,000. The final summary of the 1908 crop follows: Inspected 70,529 cars, 1,050 bus. per acre respectively. In store at country points, 437,000; in transit not inspected (since inspected), 36,800; marketed at Winnipeg, 225,000; old crop in farmers' hands, 25,000; used in country mills, 6,500,000; used for seed and feed, 14,000,000; total, 15,273,250 bus. Spring wheat inspected during crop year amounted to 70,869,750 bus.; fall wheat, 3,185,700 bus.; oats, 21,996,000; barley, 3,579,600; flax, 2,742,240.—Frank Fowler, sec'y Northwest Grain Dealers Ass'n.

Ottawa, Ont., Sept. 1.—For the whole of Canada the estimate for fall wheat is a yield of 16,700,000 bus. and for spring wheat, 151,686,000 bus., being 25.22 and 21.39 bus. per acre respectively. The total yield is 168,386,000 bus. or 21.73 bus. per acre as against 124,690,000 bus. at the same date last year. Oats with an average yield of 38.15 bus. per acre gives an aggregate of 354,919,000 bus., and barley with an average of 30.55 bus. gives an aggregate of 56,975,000 bus. At the same date last year the estimate was 269,944,000 bus. for oats and 49,488,000 bus. for barley. Other crops compared with last year show buckwheat 7,794,000 against 7,727,000, mixed grains 19,524,000, against 19,380,000, rye 1,798,000, against 1,711,000 bus., and hay and clover 10,246,300 tons, against 11,288,000 tons. All field crops except hay and clover show higher averages per acre than at the same date last year. Comparing the cereal crops of wheat, oats and barley with estimates made for the same date last year, the totals of wheat in the Maritime provinces are 1,300,000 against 1,179,000 bus., of oats 17,338,000, against 16,268,000 bus., and of barley 496,000, against 497,000 bus. In Quebec the estimates for wheat are 1,648,000 against 1,533,000 bus., for oats 44,390,000 against 37,020,000 bus., and for barley 2,860,000 against 2,301,000 bus. In Ontario, where fall wheat is chiefly grown, the total estimate for wheat this year is 16,153,000 against 17,374,000 bus. last year at the same date, for oats 105,389,000 against 108,796,000 bus., and for barley 19,726,000 against 20,739,000 bus. The amount of summer wheat in the central parts of the province oats and barley have been short in straw this year, but the heads have filled well. Manitoba, Saskatchewan and Alberta show as compared with the same time last year 149,285,000 bus. wheat against 104,054,000, 187,802,000 bus. oats against 107,860,000 and 33,893,000 bus. barley against 25,951,000. The hot winds of August reduced the estimate of wheat by 1,628,000 bus. in Manitoba and by 6,375,000 bus. in Saskatchewan from the estimates at the end of July; but the earlier ripening of the grain in Alberta gave an increase of 724,000 bus.—Archibald Blue, Chief of Census and Statistics Office.

ILLINOIS.

Golden, Ill., Sept. 10.—It will be almost two months before the new buckwheat crop will be matured. A good supply is left from old crop of last year. Eltr. people and millers in a buckwheat section generally have a good stock of old grain on hand.—H. H. Emminga.

Florence Station, Ill., Sept. 24.—Fall plowing well done in this locality. Corn out of the way of frost. Damage quite a little on account of being blown down; will be damaged when they go to husking, as the tip ends are on the ground and will make the grade bad when sold. The yield has been cut short 15 per cent on account of early dry weather and the storm.—A. W. Walls.

INDIANA.

Indiana corn is coming nicely, practically out of the way of frost now.—D. H. Lipsey, with Sam Finney, Chicago.

Washington, Ind.—A good acreage of corn will yield well, all ripening nicely. A few more days of this fair weather will put all late planting out of danger of frost.—Z. D. Veale.

Fort Wayne, Ind., Sept. 19.—In this county only about 3/4 acreage sown because of dry weather, but yield good in proportion; about 20 bus. average.—C. Tresselt & Sons.

Indianapolis, Ind., Sept. 22.—Farmers are preparing to sow one of the largest wheat crops in the history of the state, at least 25% larger than last season. Much of the low bottom land which has been lying idle for several years on account of having been flooded with water, is being plowed up and will be sown in wheat. A three weeks' drouth in Southern Indiana was broken by a heavy rain early in the week and farmers at once resumed plowing for wheat. Many complaints are being received from Shelby County to the effect that weevil is doing much damage to wheat. Farmers report the corn crop safe. The corn has filled well and the yield will exceed any in recent years. Corn on the uplands is being cut, but that in the lowlands or river bottoms will need another week in which to mature thoroly. A fine crop of corn will be gathered from land which a year ago yielded almost nothing on account of the drouth. Pastures are good this year and the feeding of the new crop will not be necessary through October as was the case last year.—F.

IOWA.

Judd, Ia., Sept. 18.—Grain and hay stacks were blown down, Sept. 12, during the worst storm I ever saw. Corn is down very bad.—Will Spike, agt. Western Eltr. Co.

Patterson, Ia., Sept. 22.—Crops very short here. We have on hand 2,000 or 3,000 bus. of old corn. Don't know at what price new corn will sell.—G. A. Potter & Son.

Des Moines, Ia., Sept. 10.—The final estimate of the small grain crops of Iowa show the yield of winter wheat to be 2,396,244 bus. on 128,848 acres, average 21 bus. per acre; 3,859,604 bus. of spring wheat on 260,557 acres, average 14 bus. per acre; 120,397,792 bus. of oats on 4,303,795 acres, giving average yield of 28 bus.; 778,418 bus. of rye on 46,381 acres, average 17 bus.; 9,422,771 bus. of barley on 430,549 acres, average 22 bus. per acre. Average test weight of oats is 31 lbs. per measured bu.; 10% will grade standard; 60% No. 3 white; 25% No. 4 white, and 5% no grade. A preliminary estimate of the corn crop based on conditions, Sept. 1, show 257,354,768 bus. on 7,654,401 acres, giving average yield of 33.6 bus. per acre.—George A. Wells, sec'y Western Grain Dealers Ass'n.

KANSAS.

Lawrence, Kan.—Crops are coming in very slowly.—The Barlades Seed Co.

Waterville, Kan., Sept. 8.—Corn crop damaged 60%; 3/4 in Aug.; 6 inches in Sept. to date.—H. C. Strohm.

Athol, Kan., Sept. 9.—Crops are poor. Corn in this territory damaged about 90% on account of drouth. Wheat is averaging from 6 to 8 bus. per acre.—G. W. Douglas, mgr. Athol Co.-op. Grain Co.

Nashville, Kan., Sept. 13.—Corn not over half a crop. Not much will be shipped from here this year. Most of the wheat land will be put into corn. Wheat all threshed and two-thirds sold; quality good. Farmers holding the rest for \$1.—R. C. Moore.

Palmer, Kan., Sept. 15.—Wheat seeding delayed account rain. Acreage will be reduced 20 per cent. Corn about 50 per cent of an average crop, acreage normal; oats good but small acreage. Some old corn in farmers' hands but they are holding it.—W. C. Brown.

Ransom, Kan., Sept. 22.—The crop of wheat just being threshed is a very light one. Average will not exceed 5 bus. per acre; acreage sown this fall will be much less than last year owing to continued dry weather. Farmers were not able to do their plowing. Have just had rains and seeding has begun where ground has been prepared.—J. M. Kendall.

Topeka, Kan.—The agricultural statistics of Kansas for the past year reveal some interesting facts as to changes of crops and their acreages planted in the different counties. As examples there is a net increase in corn of 659,212 acres, and eighty-six counties planted more corn than in the preceding year, while eighty counties sowed less wheat. There was an aggregate decrease of 508,617 acres in the wheat sowing. The shifting from wheat to corn in some of what have been regarded as especially wheat counties is

very noticeable. Summer, for instance, famed heretofore as being either first or second in wheat, diminished its sowing by 56,000 acres, and now occupies but seventh place, while increasing her corn planting more than 35,000 acres, and as a corn county occupies third place instead of eighth.—F. D. Coburn, sec'y Kansas State Bd. of Agri.

MICHIGAN.

Washington, Mich., Sept. 21.—A very small acreage of wheat and rye for the ensuing year. Drouth is the worst in years.—C. L. Randall & Co.

Detroit, Mich., Sept. 21.—Fall plowing and planting has been retarded this year by the dry weather. In certain parts of the state rain has not fallen in several weeks and the ploughshare is followed by clouds of dust. This makes successful seeding impossible.—F.

Detroit, Mich., Sept. 21.—The late beans have suffered from lack of rain and the early frost, yet the early beans are said to be hummers, and of a quality unexcelled. It is estimated the acreage this year is at least 25% greater than in 1908. Not in many years, it is claimed, has there been such a good season for early beans. The yield last year was a scant 7 to 10 bus. per acre while this year the minimum is equal to the maximum of 1908. At the lowest calculation the yield is said to be from 10 to 15 bus. per acre.—F.

Saginaw, Mich., Sept. 21.—"If the present weather continues another two weeks the farmers will have all their crops in fine shape. They are beginning to pull beans now and the acreage devoted to this crop is the greatest in years. Oats will run about 85% of this year, but up to the present time they are moving slowly. This is an important crop in Michigan. Hay has run about 85% also, and it looks as the farmers are holding back on dealers for a higher price. I have been informed that this is the case in different parts of the state and especially in the Thumb."—E. M. Snell.

NEBRASKA.

Tobias, Neb., Sept. 22.—Not much stack threshing has been done to present date, owing to the great amount of rain that has fallen within the past two weeks. Farmers are busy sowing their winter wheat. Corn will average nearly as much as last year in this locality.—Agt. Ewart Grain Co.

OHIO.

Rex, O., Sept. 15.—About 75 per cent of our wheat has been marketed; the acreage will be small next year. We have very good indications of a large corn crop this year.—J. A. Bruckner & Son, per H. J. B.

Cleveland, O., Sept. 23.—We received today our first consignment of new ear corn shipped from Northwestern Ohio and quality is very good. Shipment arrived two weeks earlier than usual in this market.—Abel Bros.

Broadway, O., Sept. 22.—Wheat in this vicinity of poor quality and small acreage; oats about 30 bus. to acre, considerably colored; corn will be a fair crop, altho the low ground is damaged by wet weather in the spring.—Sanft & Sanderson.

Toledo, O., Sept. 18.—Cutting of corn is now general in this section and reports indicate the crop will be excellent and will move fully two weeks earlier than usual. Some new ear corn probably will be shipped before Oct. 1. Wheat is grading much better in this market during the last two weeks and it begins to look as if the farmers had disposed of most of their off grade wheat. Ohio millers are good buyers of our choice milling wheat and many of them will use more spring wheat than in recent years.—Southworth & Co.

TEXAS.

Rosenberg, Tex., Sept. 7.—Corn crop here good; no other grains raised.—N. P. Teague.

WISCONSIN.

Reedsburg, Wis.—The grain crops around here this year are good.—J. H. Claridge.

Henry Langer, the accommodating grain buyer at the upper elevator, has a knack of making dill pickles and during his spare time of recent weeks, has been putting up the pickles for many a neighbor. At his premises there is a long hedge of barrels and kegs of cucumbers that the genial Henry has preserved for his neighbors with vinegar, dill and other ingredients. They say that his dill pickles can't be beat.—Jordan (Minn.) Independent.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

WANT BOOK ON ALFALFA GROWING AND MILLING?

Grain Dealers Journal: We are looking for some books that will give us information on alfalfa growing and also on milling.—R. B. Miller Sons' Co., Arapaho, Okla.

Ans.: The best book we have dealing with alfalfa is one entitled, "The Book of Alfalfa," History, Cultivation, and Merits, its Uses as a Forage and Fertilizer, by F. D. Coburn, Sec'y. Kansas Dept. of Agriculture, Topeka, Kan. It is published by a Chicago firm, and we believe sells at \$2 per copy. Milling alfalfa is just in its infancy and many changes are being daily made in the system and method of doing this work.

IS SHIPPER LIABLE FOR DELAY OF CARRIER?

Grain Dealers Journal: I would be pleased to know whether or not I can be held liable for delay of carrier in forwarding grain to destination. I sold one car of wheat for July shipment at \$1.08, my track, to Bassett Grain Co. I billed this car out Saturday, July 31st, but railroad company did not move it until the following week. The buyer discovered car did not move until first week of August, and refused to accept it on contract. Had the wheat graded, it would have netted \$1.00, causing me a loss of 8c per bu. My B/L was dated July 31st. Should the grain be applied on contract or not? J. R. Stafford, Connersville, Ind.

Ans. Inasmuch as grain was sold shipper's track, he cannot be held liable for delay of carrier in forwarding the grain. By loading it into car and obtaining receipt from railroad company in July, he filled his contract.—Ed.

MUST BUYER ACCEPT DELAYED DELIVERY?

Grain Dealers Journal: It would seem to the interest of everyone identified with the cash trade, that long time contracts should be abolished. Everyone identified with the trade is interested in a reduction of the problems confronting parties to such contracts.

Last Spring one lot of 25,000 bus. of No. 2 Corn was used to fill so many contracts, that the certificates were not delivered to the last buyer until June 20th. Months before, A had sold to B 25,000 bus. of No. 2 Corn for May delivery. B in turn sold the grain to C for delivery the same month, and C, having great faith in the promptness of B, sold the corn to D and D sold it to E. May passed and no corn was tendered E. As the market was against him, he said nothing, but 20 days later the corn was tendered him. Was he obliged to accept? No doubt, everyone will say that legally he was not, but was he morally obliged to accept the grain? His contract was with D, and if D could not have filled his contract within the time speci-

fied, he should have effected a settlement with E. If any dealer can throw other light on this subject, I would be pleased to read it in these columns.—C. E.

HOW TO HANDLE SMUTTY WHEAT?

Grain Dealers Journal: I have some very good wheat I wish to use for seed, which has very little smut in it. Is there a method for treating smutty wheat? Does not smut multiply rapidly? What is the recipe for treating smutty wheat?—Rea Chenoweth, London, O.

Ans.: Smut balls do break and smear over the clean berries very rapidly. treatment of smutty wheat by the grain dealer is confined to the dry process; while the farmer practices the wet chemical treatment. The grain buyer should blow out the smut balls on a warehouse separator. The job is finished on a scourer, or the oat clipper can be used to clean off the surface of the berries.

The farmer, before seeding, uses a solution of copper sulphate or formaldehyde, the latter being recommended. In the formaldehyde treatment place the seed on a clean floor of the granary or upon a canvas in the open. Add one pint of formalin to 80 gallons of water; and sprinkle this solution over the seed and shovel it over until the surface of each grain is thoroughly moistened. Cover with wet sacks; and at the end of two hours spread the grain out to dry, shoveling the grain over several times if necessary. The seed may be sown as soon as dry or stored away.

HOW TO RECOVER FOR ERROR IN QUOTED RATE?

Grain Dealers Journal: We wish a little information on a matter of freight rates. We contracted with the L. & N. R. R. Co., this city, acting for the Cumberland Gap Despatch at Louisville, to ship for us 750 bags of grass seed for export, making contract with them for 650 bags to go from Lexington or Paris, Ky., to a given point on a 41c rate and 100 bags to go from Lexington or Paris, Ky., to another given point on a 51c rate per 100 lbs.

Prepared our shipment the other day but the Cumberland Gap Despatch at Louisville informed railroad office here that the rate they gave should apply only from Lexington thru to the European seaport. The L. & N. office has its authority for accepting the rate from either point. We ourselves have no confirmation in same.

In issuing the second B/L, for a shipment from Paris, Ky., to a given foreign point, they force us to pay 4c per 100 lbs. more than contract rate, saying they made mistake and that it was a misunderstanding and that the rate should apply from Lexington only.

We, of course, have sold all of these goods based on their contract rate, which they gave us, and are loser something like \$19 or \$20 on this proposition.

It does look unreasonable that parties should be quoted rates and after making contracts with transportation companies, lose money because of the company making errors.

Do you think we are in position to defend ourselves and force transportation company to pay this difference? Of course we sold the goods delivered and are bound to protect our consignee.—C. S. Brent, Inc., Lexington, Ky.

Ans.: The Interstate Commerce Commission has frequently held that the only

legal rate is the published rate, and no one has any authority to make or accept any rate other than that specified in the schedule filed with the Commission. We believe that a better course for you to pursue would be to pay the advanced rate and say nothing until you can learn from the Interstate Commerce Commission what it considers the legal rate date of shipment between the points specified over the route taken by your seed. If it decides that 41c is the rate, carrier cannot collect any other rate and must refund any overcharge. It is its duty to collect the legal rate, even tho error a lower rate has been collected. In writing I. C. Commission be sure to specify dates shipments were made as new schedules are filed frequently.

WAS A CONTRACT MADE?

Grain Dealers Journal: Will you kindly render a decision as to who is in the right in the following controversy: A. is a wholesale dealer in grain and sends out daily card bids. B. is an inland shipper and gets A.'s card bids occasionally. July 31 B. wires A. for best offer on corn for Nov. and Dec. shipment. A. replies by wire and making his bid in code as follows:

"Bid consulate (60½) boastfully, constrain bodily, constipate bombay, constant bombard, adamite or better delivered New Orleans; terms, tread." Which interpreted reads as follows:

"Bid 60½ cts. first half Nov. shipment; 60 cts. last half Nov. shipment; 59½ cts. first half of Dec. shipment; 59½ cts. last half Dec. shipment, No. 3 or better corn. New Orleans terms and delivery. Answer by telegraph immediately."

B. immediately wired A. as follows:

"Book absolve adamite constrain bodily, absorbed constipate bombay, absolve constant bombard, Galveston terms," which interpreted is as follows:

Book 15,000 bu. No. 3 corn 60 cts. last half Nov. shipment; 20,000 bu. No. 3 corn 59½, first half Dec. shipment; 15,000 bu. No. 3 corn 59½ cts. last half Dec. shipment, Galveston terms.

B. then makes out written confirmation of the sale to A., but makes the mistake of using the prices quoted by A. for first half of Nov. shipment, and indicating on his acceptance this price against his sale for the last half of Nov., and makes the same error on all three of his acceptances, using the prices of last half of Nov. on first half of Dec. sale, and the prices of first half of Dec. on last half of Dec. sale. This confirmation was sent in duplicate, with the request that A. sign a copy of each and return same to B.

In the meantime B. rec'd from A. confirmation of purchase which was written out correctly, but which appeared to B. as being wrong, not coinciding with his (B.'s) acceptance. B. then immediately wrote A. returning the confirmations and asked A. to correct same and return, calling A.'s attention to where B. supposed the mistake was. As soon as A. rec'd the confirmations written out by B. he detected that B. had made an error, and he returned them to B., advising him that he had got the price wrong on each and every one of the contracts, and in a day or so got his confirmations back from B., in which B. advised A. that he (A.) had made an error. A. under date of Aug. 6th wired B. as follows:

Refer to our telegram of July 31. Contracts we sent are correct. Answer by telegraph immediately.

To which B. immediately replied to A. by wire as follows:

"Return confirmations for comparison. Think you are right."

B. immediately referred to telegram of A.'s in which he bid for corn, and not until then did B. discover that he had made the error himself, and he immediately wrote out corrected confirmations in duplicate and sent them to A., and wrote as follows:

I am returning herewith enclosed corrected contracts on sale of corn to you. I regret very much at having made such an error, but I got the first half of Nov. confused with prices made for the last half, and then made the same mistake all along down the line. Please return your confirmation for my signature and kindly sign enclosed confirmations and return to me.

Now you will kindly note that up to this time B. has no confirmation or contract in his possession. A. did not telegraph an acceptance confirming purchase, and his written confirmation had been returned, by B., and not until this date, Aug. 7th, did B. realize the price he was selling his corn for.

In the meantime the price of corn had been falling every day, and by the time B. had written A. acknowledging the error, the price of corn had declined several cents per bu. On Aug. 6th B. had wired A. to return confirmations for comparison, and on Aug. 7th had sent A. corrected confirmations of sale, in duplicate, and had asked A. to sign a copy of each and return.

A week passed and two weeks passed, and B. rec'd no word from A. relative to the deal. A. had neither returned his confirmations for comparison and B.'s signature, nor did he sign B.'s confirmation and return same to him. B., realizing that he was responsible for the error, readily concluded that inasmuch as the market had declined considerably before the mistake had been cleared away, A. had exercised his prerogative by withdrawing from the deal, and B., after waiting a reasonable length of time for one or both confirmations, concluded the matter closed.

Under date of Sept. 11th B. rec'd from A. a letter addressed to B. and directed to same city in another state, which contained A.'s confirmations. This letter had laid at wrong address one month and had then been returned to A., who enclosed it in another envelope without any comment and mailed it to B. B. immediately returned the confirmations to A., notifying him that confirmations had been rec'd at too late a date to be able to confirm, and calling A.'s attention to the fact that he (A.) had also failed to sign and return B.'s confirmation, which B. had particularly requested, and which contained in printing on its face as follows: "I will not consider order booked until duplicate confirmation attached herewith has been signed by you and returned to me immediately."

A. holds that inasmuch as B. was responsible for the first error and was responsible for the return of the contracts, that B. can not repudiate sale. B.'s position is shown in statement above. Will readers kindly advise me whether or no B. is liable under the circumstances for the value of corn specified in exchange of telegrams.—T. C. P.

Ans.—Bid of A. was not accepted by B., the price and the terms stipulated in telegrams being different.

The courts have frequently decided that no contract is ever entered into until two minds are agreed and declare so specifically.

A.'s written confirmation of his acceptance dated July 31st might be held by some courts to constitute an entering

into contract, but most of the courts would make it incumbent upon A. to wire B. if he accepted his offer to sell at the higher prices and the different terms.

In both of A.'s telegrams to B. he is very careful to insist upon replies being sent by telegraph immediately. B. is entitled to as prompt replies as A. demands. The deal was begun by telegraph and the telegraph should have been used until the two parties to the transaction came to an agreement. If B. had received A.'s written confirmation of the amended agreement, it still might have been possible for A. to hold him to his offer, but thru error of A. in addressing letter B. was denied even the knowledge of A.'s intention to accept his offer. No court would hold B. responsible for the errors of A.—Ed.

Supply Trade

The N. P. Bowsher Co. of South Bend, Ind., report shipping recently one of their Feed Mills to the Imperial University in Japan.

We learn with regret that Mr. F. E. C. Hawks of the Goshen Milling Co., Goshen, Ind., is confined to his home by illness.

Locke Etheridge, who has long been identified with the scale business, is now with the Winters-Coleman Scale Co., in its Chicago office.

The Buffalo Scale Co. send us a new illustration for their grain tester advertisement. It illustrates a special feature of their device and is an argument in itself.

Mr. B. D. Heck, Sec'y. of the Philip Smith Mfg. Co., of Sidney, Ohio, is back at his desk, after a long illness. He says business has never been better than this year.

Owing to the general change in street numbers ordered by the city of Chicago, the Cyclone Blow Pipe Company's numbers have been changed to 541-553 W. Jackson Blvd., Chicago.

Alfalfa Products are making their way in the world. An exhibition of these products is in session at Wichita, Kas., Sept. 20-25, under the auspices of the National Alfalfa Millers' Association.

We learn that the Hall Distributor Company of Omaha has recently supplied W. H. Caldwell & Co. of Chicago and Stephens-Adamson Mfg. Co. of Aurora, Ill., with Hall's Signaling Grain Distributor.

Office men who have not enough figuring to do to warrant a high priced adding machine will find a machine that meets this condition in the "Gem," made by the Automatic Adding Machine Co. of New York.

We are in receipt of a new illustrated catalogue describing the grain cleaning machinery manufactured by Philip Smith Mfg. Co., Sidney, Ohio. This catalogue is very complete, and gives detailed, specific information about their machines.

Enthusiastic advertising patrons of the Grain Dealers Journal who visit country elevators and grain receivers' offices insist that the progressive members of the trade can be reached by using space in the Journal without duplicating circulation.

The Invincible Grain Cleaner Co., Silver Creek, N. Y., is advertising in this issue their "Two In One" Combination Scourer, Clipper and Cleaner. This machine has special features that appeal to grain handlers as soon as they see them.

Did you ever stop to think that both the makers and users of grain cleaning machinery are philanthropists? They are doing a public service by preaching and practicing cleanliness, and saving the country millions of dollars of loss by eradicating weed seeds.

We are in receipt of a letter from Mr. Geo. J. Noth, Special Sales Agent for Barnard & Leas Mfg. Co., in which, in speaking of trade conditions, he says: "Within the last year we have made a particularly strong effort along the line of complete equipments for Grain Elevators, Grain Driers, Cereal Mills, etc., and I certainly must say that I am well pleased with the results up to date. I can assure any of your readers that when they are in the market for equipments of this character, if they will write me, that I will present to them a line of Machinery including Corn Shellers, Grain Driers, Endless Belt Employees Elevators, Grain Separators and Cleaners for any and all classes of material; Car Pullers; Power Grain Shellers, Cast Iron and Wood Elevator Boots or Heads, which will prove to be anything that a man can ask."

Anti-freezing Calcium Chloride solution becomes at this season of the year, one of the important needs of the elevator operator. It prevents water from freezing, even at the low temperature of 54 degrees below zero, when properly mixed. This at once recommends its use in water barrels which are maintained for fire extinguishing purposes, as it will prevent the water from freezing, and as is frequently the case, from bursting the barrel. In order to keep fire insurance rates at the lowest minimum, it is necessary to have the water used for fire extinguishing purposes in usable condition at all times. Then there is the question of water freezing in the water jacket of the gas engine. Jas. H. Rhodes & Co., Chicago, manufacture calcium chloride and will mail free to any one requesting same a circular giving full information about their product. They state that calcium chloride will not rust or corrode, nor have any injurious effect on metal of any kind. The cost will also recommend this product over any other anti-freezing solution, as 700 lbs. can be had in a drum at 1c per lb.

Premium lists of the National Corn Exposition will be ready for distribution within a short time. The list tells how more than \$50,000 is to be distributed to grain growers in prizes. The lists will be sent free to anyone who drops a card to the National Corn Exposition, Omaha. The list is valuable on any farm whether the grower intends to be an exhibitor or not, giving as it does the classifications of grains and grasses in a standard way.

The owner of a gas engine who had employed artificial gas attempted to run the engine with natural gas. The engine refused to start. After trying a number of starting mixtures, it was found that the gas valve could be opened only about half way on starting. The natural gas had a pressure equivalent to 10 inches of water. When starting, the speed of the engine was not sufficient to overcome the pressure, with the result that too rich a mixture was taken into the cylinder.

Seeds

Seed rye is in good inquiry at Kansas City.

W. C. Johnson has resigned his position as superintendent of the Buckbee Seed Co., Rockford, Ill., to take a position with a Chicago firm.

The Smith Bros. Seed Co. has been incorporated at Auburn, N. Y. The capital stock is \$10,000 and the incorporators are Harry C., Sanford H. and Geo. H. Smith, all of Auburn.

The Ozark Seed Co. has been incorporated at Springfield, Mo., by the stockholders of the Springfield Seed Co., to deal in seeds, plants and merchandise. The capital stock is \$5,000 and the incorporators are R. R. Ricketts, A. S. E. Sanders, Geo. T. Hine, C. W. Nichols, Austin C. Abbott, John R. Barrett and Joel H. Rountree.

The Iowa Exp. Station examined 131 samples of red clover, the average purity of which was 96.6 per cent, and the average vitality in sand, 86 per cent. A purity of 99 per cent and over was shown by 62 samples; 146 samples showed a purity of 92 and over; 30 samples showed a vitality of 95 per cent and over; 79 samples showed a vitality of under 90 and 24 samples under 80 per cent. The average germination of red clover was 86 per cent.

Forbes Lindsay, who accompanied Pres. Taft on his trip to Panama, has written Dr. Withercombe of the Oregon Agri. College: "I am desirous of introducing alfalfa into the isthmus, as I believe that it will thrive there. I have been informed that Oregon is a great producer of that plant. Will you kindly advise me as to where I can secure the seed?" Dr. Withercombe replied: "There is very little alfalfa raised in the Willamette valley, hence I would refer you to Yale, Malheur county. They raise a very fine seed at that point."

Trade in all clover seed futures has been enormous and many shorts have covered at big losses, while some fortunate longs have taken their profit. Very light receipts at Toledo. Reports of extremely poor yields, and where some seed was raised of a very poor quality, was the cause of shorts covering. So far the advance has brought out very little old cash seed from the country, but whether it will come out more freely if market should break remains to be seen. Sometimes shippers as well as farmers are better sellers on a decline than on a big advance.—J. F. Zahm & Co.

An English seed dealer writes C. A. King & Co.: "The market for red clover is firm, with a tendency for higher prices. The English crop will be poor even if we have favorable weather during this month. Old stocks are larger than in previous years. The fine quality and moderate price of French seed last season were tempting, and a considerable quantity was bought for holding over. The feature this year is the small arrival of Chilean red, only a few hundred bags have been landed, against as many thousand in former years. New Russian red is now appearing in the markets. Quality very poor so far and prices asked not tempting. Alsike was quite used up last season and promises a moderate crop this season in Europe."

Creditors of the Planters Seed Co., Springfield, Mo., elected John S. Farrington trustee and the latter sold the stock and fixtures for \$2,100 to W. H. Ross, of Springfield, a stockholder.

The condition of clover for seed on Sept. 1 as reported by the U. S. Dept. of Agri. was 76.2 per cent; against 89.7 a year ago; 76.5 two years ago and a 10-year average of 77.8 per cent.

Mammoth clover, being a large and later maturing variety of the common red clover, will not ordinarily furnish a crop of hay and a crop of seed the same year. Hence the farmers say that mammoth, like alsike, produces its seed in the first crop. The reason that it does so is that it is so much later in seeding that there is usually abundant opportunity for insect fertilization. By the Fourth of July, when mammoth clover is in full bloom, it is usually covered not merely by bumblebees but by the larger hybrids and the Italians. Hence, unless there is a good deal of wet weather, there is not much risk in growing a seed crop, except on low-lying or very rich lands, in which it produces such an abundance of forage that the strength of the plant enters into the forage and not into the seed.—Wallace's Farmer.

One prosecution under the Seed Control Act was taken up against a wholesale firm, the Wm. Rennie Seed Co. of Toronto. Three of this firm's customers had been found guilty of selling low grade seeds and prosecutions were entered against them. In the courts they proved that they had obtained the seed from the Wm. Rennie Co. in good faith, and were therefore relieved of paying any fine by subsection 2 of section 9 of the act, the responsibility being placed on the wholesale firm. During August 42 trade samples were tested at the Ottawa Seed Laboratory. Eleven samples of red clover seed from seed merchants were tested for purity. Of these three graded No. 1, seven were salable under the Seed Control Act, but not first quality, while one was prohibited. Of the nine samples of alsike tested for purity, one graded No. 1, four were salable but not first quality, and four were prohibited. Of the 15 samples of timothy tested for purity 11 graded No. 1, four were salable but not first quality, and none was prohibited. The second edition of Farm Weeds of Canada is now being printed and it is expected that it will be ready for distribution by about November 1.—E. D. Eddy, for Seed Commissioner, Ottawa, Ont.

New Seed Tariffs.

Sou Pac, ICC No 3279, alfalfa seed, in packages, from Bartle, Cal., to stations in California; effective Oct. 25.

C & N W, Sup 10 to ICC No 6893, timothy seed from Winona, Minn., to Boston, Mass., 43c; Buffalo, 28c; New York, N. Y., 40c, and Philadelphia, Pa., 38c; effective Oct. 23.

C M & St P, ICC No B1865, timothy seed, from St. Paul, Minneapolis and Minnesota Transfer, Minn., to eastern cities and points in Province of Quebec; effective Oct. 11.

Ill Cent, Sup 1 to ICC No J-5182A, grass seed, C L, canceling rates from Sioux City, Ia., to shipside, New Orleans; for rates see Gulf Foreign Frt Com 1001, ICC A74, filed by W. H. Hosmer; effective Nov. 5.

A T & S F, Sup 40 to ICC No 3582, alfalfa, clover, canary, flax, grass, hemp, millet and rapeseed; also garden seeds, in packages, from stations Meath to Phoenix, Ariz., inclusive, to Boston, Baltimore, New York, Philadelphia and common points, C L, \$1.25; L C L, \$1.50; effective Oct. 13.

Save the Clover Seed Crop.

Clover seed shares in the general shortage this year. The crop is reported short, especially in the clover seed states such as Ohio and Indiana. It now sells at \$7.40 a bushel by the car load in Toledo, Ohio, which is the great clover seed market of the United States. This means that farmers will pay from \$12 to \$15 a bu. for selected clover seed next year.

We call attention to this matter now because we are satisfied that a good deal of clover seed can be saved in the west if farmers will only save it. So far as we have been able to observe, the clover seed is filling well where the first crop was cut in any reasonable time. We believe that had it not been for the excessively wet weather the first week in July, which prevented farmers from cutting their first crop, we would have had a fine crop this year. Otherwise the season favors filling, which we are now pretty well convinced is not a matter of bumblebees or any other kind of bees, but purely of climatic conditions.

Farmers, therefore, should make a careful examination of their clover fields. Remember that a rank growth of clover is not favorable to a clover seed crop. If the stand is moderate, the growth of stalk moderate, and the heads reasonably well filled, it will pay to save it this year, even if you do not get more than a bushel to the acre.—Wallace's Farmer.

President Taft Suggests Amendments to Interstate Commerce Law.

In his speech at Des Moines, Ia., Sept. 20, setting forth in detail his program of railroad regulation, Pres. Taft outlined a plan whereby the powers of the Interstate Commerce Commission would be increased and an Interstate Commerce court established.

"A tariff court," he said, "has been provided in the new tariff bill to consist of five members, whose judgment shall be final on all questions arising under the administration of the tariff. I am strongly inclined to think that a similar court, except that an appeal ought to lie from it to the Supreme Court, will serve the purpose of expedition and the dispatch of business in respect to the orders of the Commission.

"I haven't the slightest hesitation in recommending to Congress that the power of the Commission should be extended to include not only the fixing of rates after complaint, but also the readjustment of classification if it proves on complaint to be unjust.

"A third amendment to the act should provide that the Commission may by order suspend, modify or annul any changes in the rules or regulations which impose undue burdens on shippers.

"The Commission should also be empowered to prescribe the rules and regulations under which the shippers shall have the privilege to designate the route over which their shipments shall be carried beyond that of the first carrier."

We consider the Grain Dealers Journal very good and appreciate your efforts. We believe in trade papers and are convinced that every business man is benefited by taking the paper best adapted to his peculiar line of business, thereby getting others' views and many new ideas that will prove of value.—Lee & Gingery Co., Sauk Center, Minn.

Grain Carriers

Montreal is offering ocean freight room for grain almost at the ballast level.

Merriam & Holmquist of Omaha, Neb., have brot suit against the Union Pacific Railroad to recover \$8,321 in elevation allowances.

The Illinois Central recently made low rates to get the export linseed oil cake shipments from Minneapolis thru New Orleans and already has captured 300 carloads of the traffic.

The annual spectre of a prospective car famine is again stalking forth to annoy the prosperous producer and his ally, the shipper. Conditions are likely to be serious.—W. R. Mumford & Co.

The case of the National Hay Ass'n against the Michigan Central Railroad Co., et al, docket No. 1179, has been assigned for hearing Sept. 30, 1909, ten o'clock a. m., at United States Court rooms, Fort Wayne, Ind., before Examiner Smith.

Soo grain shipments from Glenwood, Minn., to Little Falls, Minn., over the Northern Pacific's L. F. & D. branch have been discontinued and the Soo is now hauling its own grain trains. The 100 to 150 cars of grain which were hauled thru Little Falls now pass over the new Brooten line of the Soo.

All the complaints relative to rates in the territory extending from Minneapolis to the Pacific coast, it is believed, will be heard by the Interstate Commerce Commission in its swing around the west in October. The commission as a whole will meet first at Spokane Oct. 4 where the long pending complaint of that city, it is expected, will receive its final hearing.

The uniform B/L was sustained in a recent advisory opinion given by the comptroller of the treasury in which he ruled adversely on a memorandum of agreement submitted by the United States Express Co. to the Pittsburgh branch of the United States Geological survey. The comptroller's opinion was that the agreement would change the obligation of the United States from that assumed under the standard form of B/L now used. Such a change, he maintained, would tend to defeat the use of a standard form and would thereby destroy any uniformity as to the conditions of such shipments.

The Kansas City Missouri River Navigation Co. has been chartered. Directors: W. R. Nelson, Leon Smith, R. A. Long, William Volker, J. F. Richards, Walter S. Dickey, L. M. Jones, Charles Campbell, A. H. Munger, J. T. Bird, Joseph J. Heim, Thomas H. Swope, each 151 shares; Joseph S. Loose, 152 shares. The object is "To navigate, improve and cause to be improved the Missouri river and the inland waterways of the United States." It is the intention of the company to keep control of the concern in the hands of parties friendly to Kansas City and to insure that the common stock is hedged in with unusual restrictions. Preferred stock will be issued to secure money for operating the line, and by this means a million dollars is expected to come in. Before starting, it is said, the company has the pledge of enough business in St. Louis and Kansas City to make the enterprise a success.

Refunds to shippers involving approximately \$1,000,000 are contained in an order recently issued by the Interstate Commerce Commission. It includes claims in what is known as the Central Yellow Pine Ass'n territory—Louisiana, Mississippi and western Alabama—and involves the refunding of amounts paid by a large number of shippers of yellow pine lumber.

The ½-cent allowance to elevators for putting grain into boats at Chicago and Milwaukee was discussed Sept. 16 at a meeting of the traffic executives of western roads at Chicago. The effort to have the St. Paul road discontinue the allowance at Milwaukee failed. Operators of elevators not situated to put grain aboard ship wish to have the allowance extended to their houses or canceled.

Men of money abroad are satisfied that America is on the eve of a phenomenal era of prosperity and are ready and anxious to invest their money in any stable enterprise in this country; but what they want is some assurance from the government that their investments will be protected in a fair way. They would like to see the capitalization of our railroads hedged about by federal legislation, so that a purchaser of stock would be assured of getting what he paid for—said Interstate Commerce Commissioner Franklin K. Lane on his recent return from a trip of 3 months in Europe.

Grain damaged in transit resulted in a suit being brot against the carriers, the Davidson Steamship Co., owners of the steamer Rappahannock, by the Northwestern Elevator Co. The elevator company shipped 125,000 bus. of wheat from Ft. William and Port Arthur to Buffalo in October, 1905. When the cargo arrived at Buffalo it was found that owing to a leak in the main feed pipe about 11,713 bus. of wheat were moist and heated. During the progress of the resultant suit for damages the defendant conceded that the grain had been damaged and that the leak in the feed pipe was responsible for it. Judge Hazel held "that the damage to the cargo was caused by the dangers of navigation and that it would not have happened if the steamer had not encountered unusually bad weather. It follows that the libel must be dismissed with costs."

Milling grain in transit was the issue in a recent case heard at Portland, Me., by Special Examiner Frank Lyon of the Interstate Commerce Commission. The complainants, among whom was S. S. Quimby, are millers of Washington county and the defendants the Maine Central and Washington county railroads. The custom of the railroads to allow millers east of Buffalo to take a carload of grain and mill it, reship it and permit it to go to destination at the original thru rate brot about the original complaint against the carriers. This custom allowed the millers at Portland, Lewiston and other cities outside of Washington county to compete with the millers of Washington county and even secure better freight rates than they could. The millers of Washington county have to take their grain in carload lots at the thru rate, mill it and then ship it back over the line at the local freight rate which the millers in the western part of the state did not have to pay. The complaint, however, was overruled and the practice determined legal. A later complaint, which was the one heard at the recent hearing, was based on the practice of shipping grain milled in transit in mixed lots.

Much testimony and several depositions were taken after which the hearing was closed. Counsel have until Oct. 5 to file their briefs with the Commission at Washington.

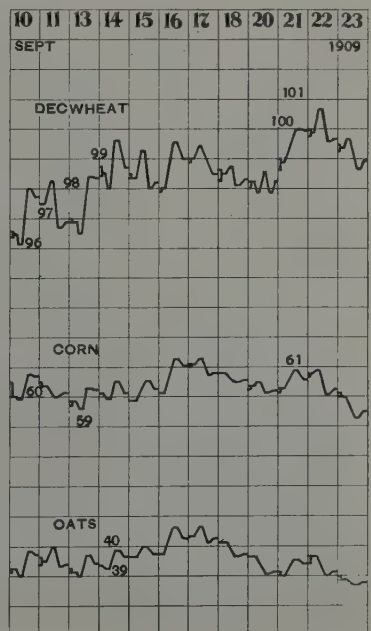
Car door receipt and delivery by compulsion was the issue recently brot up in an action taken by the Minneapolis Produce Exchange and the St. Paul Board of Trade in behalf of shippers of produce and fruit. The matter, however, is of interest to seedsmen and all concerns receiving shipments by railroad. A hearing on the question was held before Commissioner Prouty of the Interstate Commerce Commission during the progress of which it developed that the railroads had performed this service to a limited degree, but it was claimed that they had been forced to do so by competition. In most instances, it was declared, it was necessary for consignees and shippers to furnish an additional man with each dray which went to the warehouse either to receive or unload shipments. The next hearing will be before the entire commission at Washington some time in December.

A novelty in the form of a lotus flower court plaster packet, attractively put up in folder form and enclosed in a celluloid case is being presented to his friends in the grain trade by Otto Keusch, of New York City.

A hearing as to the correct stating of weight and volume of foods on labels of packages will be held Sept. 30 at Washington by the U. S. Dept. of Agriculture, is an announcement by Dr. Harvey W. Wiley. Manufacturers and jobbers will be heard by the Board of Food and Drug Inspection.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the December delivery at Chicago for two weeks prior to Sept. 24 are given on the chart herewith:



New Grain Tariffs

Among the new freight tariffs covering grain, seeds, hay and straw, filed with the Interstate Commerce Commission to become effective upon date specified in each abstract, as reported by *The Traffic Bulletin* of Chicago, and protected by copyright, are the following:

GRAIN AND GRAIN PRODUCTS.

B & A, ICC No 4406, grain, grain products, showing minimum weights to be used on B & A; effective Oct. 18.

P R R ICC No GO-1271, grain, grain products, from stations on P R R to station on B & A; effective Oct. 21.

B & O S W, ICC No 6488, grain and grain products, from Vincennes, Ind., to western points; effective Oct. 11.

Norfolk & West, ICC No 3542, grain, grain products, from points in Ohio to points in West Virginia; effective Oct. 14.

Mich Cent, ICC No 3741, grain, grain products, from stations on Mich Cent to eastern and interior cities; effective Oct. 15.

Cent Ind, Sup 7 to ICC No 49, grain and grain products from all stations on Cent Ind to eastern and seaboard points; effective Oct. 19.

Gt Nor, Sup 13 to ICC No A2367, corn, oats, feed, etc., from Sioux City, Ia., or Yankton, S. D., to stations in Minnesota; effective Oct. 12.

Erie, Sup. 26 to ICC No A3700, grain and grain products, from stations on Erie and Chi & Erie to points in C F A territory; effective Oct. 18.

T P & W, ICC No 679, grain and grain products, between Peoria, Ill., and stations on T P & W; effective, state, Sept. 18; interstate, Oct. 22.

Ill Cent, ICC No A7621, grain from Council Bluffs, Ia., Omaha and South Omaha, Neb., to Ohio River crossings via Chicago, Ill.; effective Oct. 20.

St Nor, ICC No A3078, barley, from points on Gt Nor to be mailed at St. Paul, Minneapolis and Minnesota Transfer, Minn.; effective Oct. 9.

Ill River Packet Co, ICC No 24, grain, grain products, from stations on Ill River Packet Co to eastern and interior eastern points; effective Oct. 12.

S W Trf Com, Sup 62 to ICC No 464, grain, grain products, seeds and hay, from Texas points to western and southern points; effective Oct. 25.

Ill Cent, ICC No J-5178, grain, grain products from Sioux City, Ia., and rate points to shipside, New Orleans, La. (for export); effective Nov. 1.

Norfolk & West, ICC No 3543, grain, grain products, from points in Ohio to stations in West Virginia and Ohio; effective, state, Sept. 20; interstate, Oct. 10.

Grand Trunk, Sup 1 to ICC No 865, wheat, oats and barley, from stations on Grand Trunk to stations on Grand Trunk in Quebec; effective Oct. 14.

Mo Pac, Sup 2 to ICC No A1016, grain, grain products and hay, from points in Missouri and Cairo, Ill., to Mississippi Valley points; effective Oct. 25.

C M & St P, Sup 4 to ICC No B1003, grain and grain products, from stations in Montana to points in Minnesota, Wisconsin and Illinois; effective Oct. 11.

T & O C, ICC No 1687, grain and grain products from stations on T & O C to points in Illinois, Indiana, Kentucky, Ohio and West Virginia; effective Oct. 21.

B & O, Sup 45 to ICC No 6488, grain and grain products, from stations on B & O west of the Ohio River to eastern and interior eastern points; effective Oct. 15.

C P & St. L, ICC No 714, grain from Pekin and Peoria, Ill., and stations in Illinois to points in Alabama, Arkansas, Louisiana, Mississippi and Tennessee; effective Oct. 7.

M La & Tex, ICC No 2464B, corn, oats and products, native grown, between stations on M La & Tex and connections; effective, state, Aug. 15; interstate, Oct. 22.

B & O S W, Sup 1 to ICC No 6489, grain, grain products, from stations on B & O S W to Cincinnati, O., Louisville, Ky., and New Albany, Ind.; effective Oct. 20.

C M & St P, Sup 9 to ICC No A9775, grain and grain products, from stations in South Dakota to Council Bluffs, Ia., Omaha or South Omaha, Neb.; effective Oct. 15.

Chi C & L, Sup 4 to ICC No 732, grain, products, from Chicago, Ill., and Hammond, Ind., and stations on Chi C & L to eastern and interior points; effective Oct. 15.

Grand Trunk, ICC No 1272, grain, ex-lake, from Port Huron, Mich., to Montreal, Que., wheat and flax, 5c; rye, 4½c; corn and barley, 4½c; oats, 3½c; effective Oct. 15.

C R I & P, Sup 51 to ICC No C7901, wheat, corn, rye, oats and barley (only), from Pekin, Peoria, Ill., to Chicago, Ill., 4c; effective, state, Sept. 15; interstate, Oct. 20.

Ill Cent, ICC No A7609, grain, from stations on Ill Cent in Illinois and Indiana, also Dubuque, Ia., and St. Louis, Mo., to eastern and New England points; effective Oct. 14.

C C & St L, Sup 34 to ICC No 3558, grain, grain products, from stations on C C & St L and connections to Buffalo, Charleston and Pittsburg and rate points; effective Oct. 16.

A T & S F, ICC No 4932, grain, grain products and hay, from Missouri River points and Turner, Kan., to Galveston, Port Bolivar and Texas City, for export; effective Oct. 16.

C R I & P, Sup 51 to ICC No C7901, rye, canceling rates from St. Paul, Minneapolis and Minnesota Transfer, Minn., to Chicago, Ill.; for rates see Sup 46 to ICC C7901, R R 22000; effective Oct. 11.

Mo Pac, ICC No A1172, grain and grain products, from Kansas City, St. Joseph, Mo., Atchison and Leavenworth, Kan. (originating beyond), to points in Minnesota; effective Oct. 18.

Wabash, Sup 4 to ICC No 1329, grain and millstuffs, between Kansas City, Mo., Omaha, South Omaha, Neb., and Council Bluffs, Ia., and stations in Missouri and Iowa; effective Oct. 23.

C M & St P, Sup 49 to ICC No A8524, grain and grain products, from Clinton, Davenport, Ia., and Rock Island, Ill., to eastern, interior eastern and Canadian points; effective Oct. 15.

Tex & Pac, Sup 20 to ICC No 876, corn, from stations on Tex & Pac division of Shreveport, La., to Texarkana, Ark.-Tex., 7½c; effective, interstate, Oct. 13.

Chi C & L, Sup 3 to ICC No 732, grain and grain products, from Chicago, Ill., Hammond, Ind., and other stations on Chi C & L to eastern, New England and C F A points; effective Oct. 8.

Mo Pac, Sup 2 to ICC No A1057, grain, grain products, seed and broomcorn, between Missouri River points and points in Colorado, Kansas, Missouri, Nebraska and Oklahoma; effective Oct. 24.

C C & St. L, Sup 3 to ICC No 4834, grain and grain products, from stations Crete, Ind., to Durbin, O., inclusive, to points in C F A territory; effective, state, Sept. 27; interstate, Oct. 18.

M St P & S S M, Sup 14 to ICC No 2005, rye, from St. Paul, Minneapolis and Minnesota Transfer, Minn., to Chicago, Ill., 7½c may be milled in transit at intermediate points at 2½c; effective Oct. 15.

B & O, Sup 27 to ICC No 6570, grain, grain products, from stations on B & O to Baltimore, New York, Philadelphia and Washington, also showing corrected list of grain products; effective Oct. 15.

P C C & St L, Sup 79 to ICC No A10, elevator dust and oat clippings, canceling rates from Columbus, O., to Chicago to Peoria, Ill., inclusive; for rates see ICC F151 and P126; effective Oct. 15.

S W Trf Com, Sup 6 to ICC No 586, grain, grain products, seeds, hay and straw, from points in Oklahoma to points in Texas, also proportional rates from Texas junctions; effective Oct. 16.

Chi I & L, Sup 6 to ICC No 1949, grain and grain products from Chicago, Englewood, Pullman Junction and Burnham, Ill., to Rockland, Me., Stanstead, Que., 21½c; and Hagerstown, Md., 16½c; effective Oct. 21.

Sou Ry, ICC No A3020, corn, wheat and oats, from Charleston, Lenoir City and Loudon, Tenn. (when originating at points on Tennessee and Hiwassee rivers) to Memphis, Tenn., 15c; effective Oct. 15.

Gt Nor, Sup 2 to ICC No A3053, grain, grain products, between Chicago, Ill., St. Paul, Minneapolis, Minnesota Transfer, Minn., Sioux City, Ia., and stations on Gt Nor and connections; effective Oct. 10.

C M & St P, ICC No B1861, wheat, from Duluth, Minneapolis, Minnesota Transfer, St. Paul (Union Elevator B), Minn., and Superior, Wis., to be milled in transit for Chicago or Milwaukee; effective Oct. 7.

C St P M & O, Sup 14 to ICC No 3416, flaxseed and grain products, between St. Paul, Duluth, Minn., Sioux City, Ia., Omaha, Neb., Chicago, Ill., and stations in Wisconsin and Minnesota; effective Oct. 17.

C M & St P, Sup 66 to ICC No A9945, grain, grain products, between Chicago, Milwaukee, Duluth, Cloquet, St. Paul, Minneapolis or Minnesota Transfer to stations in South Dakota and North Dakota; effective Oct. 7.

L E & W, Sup 10 to ICC No 1668, grain and grain products, from Peoria, Pekin and Bloomington, Ill., proper and from beyond, also from stations on L E & W and connections to points in C F A territory; effective Oct. 10.

St L & S F, Sup 48 to ICC No 5590, grain and grain products, between St L & S F stations and points on connections and stations in Arkansas, Illinois, Iowa, Louisiana, Minnesota, Mississippi, Missouri, Nebraska and Tennessee; effective Oct. 11.

Minn & St L, ICC No 2117, grain, grain products, hay and straw, from St. Paul, Minneapolis, Minnesota Transfer, Duluth, Cloquet, Minn., Superior and Ashland, Wis., to stations on M & St L in Minnesota, Iowa and South Dakota; effective Oct. 10.

C M & St P, ICC No B1848, grain, grain products, between Chicago, Ill., Milwaukee or Racine, Wis., Minneapolis, Minnesota Transfer, or St. Paul, Cloquet, Duluth, Minn., or Superior, Wis., and stations on C M & St P in North Dakota and South Dakota; effective Oct. 5.

C M & St P, Sup 1 to ICC No B1791, grain and grain products, between stations on C M & P S and Rutte Anacarda & P and Chicago, Ill., Milwaukee, Wis., St. Paul, Duluth, Minn., Council Bluffs, Ia., Omaha, Neb., Kansas City, Mo., and rate points; effective Oct. 11.

Nor Pac, ICC No 4190-4193, grain, flour, flaxseed and millfeed, from stations in Montana to Chicago, Peoria, Quincy, Ill., Milwaukee and Manitowoc, Superior, Superior (East End) or Central Avenue, Wis., St. Paul, Minnesota, Duluth and Minnesota Transfer, Minn.; effective Oct. 10.

R & P, Sup 62 to ICC No C7901, grain, seeds and products, from Chicago, Peoria, Rock Island, Ill., St. Paul, Minneapolis, Minn., to stations in Illinois, Iowa, Missouri, Minnesota and South Dakota, also Armourdale (Kansas City), Atchison and Leavenworth, Kan.; effective Oct. 16.

S W Trf Com, Sup 1 to ICC No 627, grain, grain products, seeds, hay and straw, from Mississippi and Missouri River points, also points in Colorado, Arkansas, Illinois, Kansas, Missouri, Nebraska, New Mexico, Oklahoma, Tennessee and Wyoming to points in Louisiana; effective Oct. 15.

Mo Pac, ICC No A1170, grain, grain products, seeds, hay and straw, from St. Louis, Carondelet, Mo., East St. Louis, Cairo, Gale, Thebes, Ill., and Memphis, Tenn., and rate points to stations in Arkansas and Oklahoma on St L I M & S and connections, also Texarkana, Ark.; effective Oct. 10.

C B & Q, Sup 9 to ICC No 8875, grain and grain products, from stations on C B & Q in Illinois and stations on Mississippi River, also from Victoria, Ill., and stations on Aurora & De Kalb line to Atlantic seaboard and interior points and principal points in Canada, also to points in Pennsylvania, New York and West Virginia; effective Oct. 15.

C R I & P, Sup 49 to ICC No C6918, grain, etc., from St. Paul, Minneapolis and Minnesota Transfer (when originating in Iowa, Minnesota, North Dakota, South Dakota and at Cedar Rapids, Cedar Falls, Davenport and Muscatine, Ia.) to Missouri River points and points west thereof in Missouri, Kansas, Nebraska, Colorado, Oklahoma and Texas; effective Oct. 21.

EXPORT.

C M & St P, Sup 49 to ICC No A8524, grain and grain products, from Clinton, Davenport, Ia., and Rock Island, Ill., to eastern, interior eastern and Canadian points, for export; effective Oct. 15.

P R R, ICC No GO-1288, grain, from Buffalo, N. Y., to eastern points (for export); effective Oct. 15.

A T & S F, Sup 4 to ICC No 4693, grain and grain products, from points in Kansas, Colorado (east of Colorado common points) and Oklahoma, also Superior, Neb., to Galveston, Port Bolivar and Texas City, Tex., for export; effective Oct. 17.

ELEVATION AND TRANSIT.

Mo Pac, ICC No A1176, elevation charges on grain and seeds, transferred through elevators at points on Mo Pac; effective Oct. 15.

Sou Ry, Sup 8 to ICC No C1168, rules governing St. Louis, grain through East St. Louis elevators, also method of handling and time limit; effective Oct. 7.

C C C & St L, ICC No 4959, allowances for transfer of grain at St. Louis, East St. Louis, Granite City and Venice, Ill.; effective Oct. 18.

Vandalia, ICC No 2390, rules governing transfer of grain, car service, storage, weighing, stop-off, diversion, reconsignment, milling, mixing, shelling and transit privileges at points on Vandalia; effective Oct. 14.

C C C & St L (10952) and Cin Nor (10952), grain, correcting errors and establishing elevation allowance of $\frac{3}{4}$ c at East St. Louis, Granite City and Venice, Ill., and St. Louis, Mo., as per ICC 4959; effective Sept. 18; 3 days (granted).

National Hay Ass'n Notes.

The noted hay rate case of the Nat'l Hay Ass'n against the Lake Shore & Michigan Southern railroad and others will be heard before an examiner of the Interstate Commerce Commission, in Ft. Wayne, Ind., Sept. 29 and 30. C. S. Bash, chairman of transportation, will represent the plaintiffs.

Sec'y J. Vining Taylor announces that the matter for the annual report is now on the press and members who have not paid their dues are advised to remit at once in order that their names may be listed in the membership directory of this report. Dealers who are not members, but who send in their applications at once will have their names inserted in the directory.

New members have been admitted to The National Hay Ass'n, since the last report, as follows: S. S. Carter, Danville, Va.; Ed. C. Baker, Providence, R. I.; S. J. Wright, Thurston, O.; Frank B. Aiken, Trumansburg, N. Y.; Carlos Veitch, Birmingham, Ala.; Bridge & Souter, Canastota, N. Y.; E. W. Boyer, Nevada, O.; Palmer & Donley, Ashland, O.; Southworth & Co., Toledo, O.; W. N. Hatch, Hornell, N. Y.; N. A. Weipert, Ida, Mich.; Griffith & Stewart, Montpelier, O.; Fred Hisner, Maples, Ind.; John Marquardt, Payne, O.; W. D. Pugh, Williams-town, O.; Blue Mfg. Co., Fostoria, O.; Meadville Hay Co., Meadville, Pa.; Valley Hay & Grain Co., Brown City, Mich.; Newman Bros. Grain Co., Rochester, N. Y.; Scott & Son, Middle Point, O.; John Hendricks, Van Lue, O.; R. Bakestraw, Napoleon, O.; C. E. Young, Delphos, O.; A. S. Baker & Co., Jacksonville, Fla.; F. H. Garber, Richmond, Va.; Newark Grain & Hay Co., Newark, N. J.; Beougher & Beougher, Celina, O.; J. R. Stone, Livonia, N. Y.; W. C. Townsend, Buffalo, N. Y.; Ed. C. Bassell, Clarksburg, W. Va.; Bellefontaine Feed & Fuel Co., Bellefontaine, O.; J. F. Bales & Son, Circleville, O.; J. C. Clossey, Holyoke, Mass.; G. W. Myers, Canal Fulton, O.; The Elmira Elev. Co., Elmira, O.; The Star Elevator Co., Cleveland, O.; James Howard, Dayton, N. Y.; E. F. Sherman, Allegan, Mich.; Ingraham & Browand, Spencer, O.; N. W. Smitley, Kunkle, O.; Taylor Brokerage Co., Jacksonville, Fla.; J. E. Eaton, Grover Hill, O.; Firestone & Fuller, Spencer, O.; F. S. Lockwood, Portland, Mich.; Frank Donley, Defiance,

O.; C. W. Mahon, Van Wert, O.; Yarnell Bros., Napoleon, O.; Tony Kern, Defiance, O.; Wm. Stoldt, Shumway, Ill.; O. B. Ganung, Taughannock, N. Y.; A. M. Smiley, Aurora, Ind.; W. G. Murray, Sewickley, Pa.

Excess of Gasoline on Starting.

The puzzling behavior of a gasoline engine, which gave considerable trouble when starting up after a shut down, with the engine still warm, is related by a writer whose experiences with gasoline engines have been varied.

The engine in question had a hand pump on the side for forcing in the first charge, which was ignited with a match. The usual operation failed to start it and an effort was made to discover the cause.

On the theory that there might be trouble with the match igniter a match was inserted and ignited, when a flame shot out of the port in which the electric igniter was inserted. Again a match was struck and again the flame shot out. This seemed to show an excess of gasoline. It had been filled with excelsior and this was left in and soaked with gasoline. This time the engine started on the first trial. After some experimenting it was found that only half the amount of gasoline was required in the hand pump when the engine was hot as when starting cold.

Harvesting machinery at work in miniature fields, from the first simple mower to the complex and almost perfect harvester of today, will be shown by the Department of the Interior at the National Corn Exposition to be held in Omaha December 6 to 18. It is a perfect picture of the evolution of harvesting machinery.

Empire Grain Co's. New Elevator at Ft. Worth, Tex.

One of the enterprising grain firms of Fort Worth, Tex., is the Empire Grain Co., owner of the first class house shown in the accompanying engraving. Fort Worth, already an important city of the Southwest, is rapidly becoming a grain point of prominence and the Empire Grain Co.'s equipment is keeping pace with its active commercial environment.

The elevator of the Empire Company is principally a handling house, not very much storage business being done; in fact, only enough to take care of the house in a handling way—about 50,000 bus. There may be other houses in the Southwest that are more pretentious but one would have to go far to find one better equipped for its work than that of the Empire Grain Co. Twenty cars can be handled in and out of the elevator each day.

Included in the equipment of the house are a No. 37 Eureka Oat Clipper, of about 15,000 bus. per hour and a separator of about the same capacity. The house is equally well equipped for sacking out grain thru a Richardson Automatic Weighing Machine. Electric power of 116 h. p. is used. The house is located on the tracks of the Frisco railroad in Fort Worth and the company is in position to handle anything in the way of transferring, cleaning, etc., at the usual charges.

The officers of the Empire Grain Co. are: Pres., R. H. Drennan; vice-pres., Whit M. Grant; sec'y and treas., P. J. Mullin; gen. mgr., R. M. Kelso. Branch offices of the company are maintained at Oklahoma City, Okla., and Wichita, Kan.



New Elevator and Warehouse of Empire Grain Co. at Fort Worth, Tex.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—The new Board of Trade building will be opened Oct. 19th. The Board will hold an informal reception.

Arkadelphia, Ark.—The Arkadelphia Milling Co. that suffered a \$125,000 fire, Sept. 3d, which destroyed its eltr., offices and warehouses, has received offers to place its new plant at Little Rock, Eldorado, Camden, Conway, Texarkana, Hope and Benton. The secretary of the Little Rock Board of Trade writes that while Little Rock will not be an active bidder for the plant, yet if the firm is determined to move, the Board of Trade will assure a free site and make other propositions.

Little Rock, Ark.—On his own application, Sept. 17th, the business of T. H. Bunch was placed in the hands of receivers; H. K. Cochran, a grain dealer of this city, and Coburn Cavanaugh each gave bonds for \$100,000. M. J. Baker, the firm's secretary, estimates the liabilities at \$385,000 and the assets at \$510,000, not including the Argenta elevator valued at \$185,000. Local banks are involved about \$300,000; other creditor banks are at Memphis, St. Louis, Kansas City and in Oklahoma, all fully protected. Mr. Bunch closed his business to save his creditors from the hardships brot on the company by losses in rebate cases and adverse decisions rendered by the Interstate Commerce Commission. In a suit instituted by a Little Rock grain dealer the commission held, Aug. 14, that the Bunch Co. had no right to use the eltr. on the opposite side of the Arkansas river from Little Rock, and that the St. L., I., M. & Sou. R. R. Co., which claimed it, should institute proceedings to determine its ownership. As the Bunch Company was not a party to this proceeding, Mr. Bunch at first thought his published explanation would prevent serious harm to the firm's credit, but soon found it hampered by lack of sufficient funds to handle its shipments of from 500 to 800 cars per month. Mr. Bunch has the sympathy of Little Rock people. He began business for himself here in 1889 as a merchandise broker and gradually worked himself into the grain and grain milling business that grew until it became one of the largest of its kind south of Kansas City and west of Chicago, doing an annual business, according to the seasons, of from \$4,000,000 to \$7,000,000. Mr. Bunch owns about \$190,000 of the \$200,000 common stock of the T. H. Bunch Co., and J. T. Greenfield, the vice president, owns about \$10,000. The company issued \$28,500 of preferred stock.

CANADA.

Bradbury, Sask.—The Bawlf Co. is building an eltr. here.

High River, Alta.—The Great West Grain Co. is building an eltr. at this point.

Crystal City, Man.—The Young Grain Co. has opened a flour and feed store at this point.

Wainwright, Alta.—James Richardson & Son, of Winnipeg are erecting an eltr.

Calgary, Alta.—The Brackman-Ker Mfg. Co. is erecting four concrete tanks, each to hold 25,000 bus.

Ardrossan, Alta.—Three eltr. sites already are surveyed at this new town, the first station east of Edmonton.

Jarvis, Ont.—The eltr. of Jos. Ivey was burned Sept. 1. Only a small quantity of grain was in the house.

Lytleton, Man.—The Lytleton Grain Growers Eltr. Co. has been incorporated with capital of \$15,000, all the shareholders being farmers.

Calgary, Alta.—The first section of an eltr. to hold 1,000,000 bus. is under construction in this city by the Calgary Terminal Grain Co.

Winnipeg, Man.—The Ogilvie Mills Co. has added 16 eltrs. during the present year to its system in western Canada, making a total of 116.

Waskada, Man.—Wm. McLennan, who has been mgr. of the eltr. of the Lake of the Woods Mfg. Co. during the last 7 or 8 years, has been transferred to Seabright, Sask. His place here has been taken by Ed. Bowman.

Fort William, Ont.—Fred W. Young has been appointed gen. mgr. of the recently formed Clearing House Ass'n, which will operate at Fort William and Port Arthur in connection with the loading of grain. Mr. Young for some years has been a bank mgr. in this city.

Winnipeg, Man.—The Winnipeg branch of the newly formed Clearing House Ass'n has established headquarters here in the Grain Exchange building with A. H. Beaven, formerly with McPhee & Co., in charge. It is intended that the ass'n shall be in full working order soon. It is the first ass'n of the kind in America.

Calgary, Alta.—In spite of the fact that the entire grain interests of the province are a unit in favor of the shipment of grain in bulk thru terminal eltrs., the Canadian Pacific will act on the opinion of its second vice pres., Wm. Whyte, and build a sacking plant at Vancouver. Grain men express great disappointment over this decision, tho it will help some in the development of the western route, but can hardly be a permanency.

Toronto, Ont.—At the annual meeting of the Dominion Millers Ass'n, held here Sept. 2 and attended by 100 millers from all parts of Canada, the following resolutions were passed: Whereas, the terminal elevators at Fort William and Port Arthur are under the control of persons engaged in the grain trade of Canada. And whereas such control enables them to manipulate the different grades of grain and tends to create dissatisfaction in the minds of the shippers, millers and receivers of grain. Therefore, be it resolved that we respectfully request and urge that immediate action be taken on the recommendation of the royal grain commission appointed by your government for the investigation and betterment of these conditions, and the joint request of Northwest farmers and the Dominion Millers Ass'n for effective control of these elevators.

Montreal, Que.—Only grain for export will be received at the eltr. of the Montreal Harbor Commission, this rule going into effect Aug. 31 and continuing until the end of the season. Plans for a new eltr. at this point have been prepared and the matter will be brot to the attention of the government soon. It is expected the new eltr. will be of greater capacity than the present one, which is of 2,000,000 bus., and will have greater facilities for storage. The probable cost will be around \$2,000,000.

Calgary, Alta.—At the organization meeting of the Grain Exchange Aug. 31 the following officers were elected; Pres., L. P. Strong; vice-pres., W. Carson; treas., C. W. Rowley; sec'y pro tem, A. B. Campbell. The board of directors consists of the officers and John McFarland, J. K. Cummings, E. M. Walbridge, L. N. Leisner, F. H. Brown, K. L. Brackett and P. J. Bergeron of Calgary; S. J. Hillings, Nanton; S. W. Henderson, Winnipeg, and G. H. Severson, Stavelly. The exchange has 75 members.

Regina, Sask.—The Grain Growers Ass'n had a long private conference with Premier Scott recently in regard to government ownership of eltrs. thru-out the country. It appears from an admission of a delegate that the government would undertake the matter if it could have a monopoly, but sufficient power is not vested in the province. The farmers oppose a monopoly and maintain that because it could handle grain at cost the government would virtually have a monopoly of the business, shutting out the other grain dealers by close competition.

Toronto, Ont.—The Dominion Millers Ass'n at its recent annual meeting passed a by-law reducing buying commission charges by \$1 on Ontario and \$1.50 on Manitoba wheat per car to old members, making a net commission of \$1 on either wheat. The report of the central wheat buyers showed that the ass'n had earned \$12,698 in commissions during the year by purchasing wheat for its members and others thru the Toronto office; 2,911 cars of cash grain were handled and 2,000,000 bus. of option grain. H. L. Rice of St. Mary's, Ont., was elected pres., and C. R. Watts of Toronto, treas. of the ass'n.

Fort William, Ont.—A statement has been given out by Grain Inspector Gibbs showing the shipments east from the head of the lakes between Sept. 1 last year and Aug. 31 of the present year. Of wheat 49,000,000 bus. were handled in Canadian boats and of barley and flax about 1,000,000. Total grain inspections for the last year also were made public. They are as follows: Spring wheat, 67,495 cars; winter wheat, 3,034 cars; rye, 17 cars; oats, 12,220 cars; barley, 2,983 cars; flax, 2,208 cars. This is slightly less than was estimated, but, compared with the previous year, it is much larger. The previous totals are: Crop of 1907-1908, wheat, 50,245; oats, 9,312; barley, 2,192; flax, 1,617; rye, 12; total, 63,978 cars.

Winnipeg, Man.—At the second annual meeting of the Winnipeg Grain Exchange, Sept. 8, George Fisher was elected pres.; A. D. Chisholm, vice-pres., and C. N. Bell, sec'y-treas.; these officers with H. N. Baird, John Fleming, W. C. Leistikow, A. C. Rutten, W. W. Black, G. V. Hastings, G. R. Crowe, Thomas Thompson, Andrew Kelly, C. Tilt and Donald Morrison constitute the council; committee of arbitration, S. Spink, John Fleming, F. N. McLaren, Donald Morrison.

C. Tilt, A. R. Hargraft, H. N. Baird; committee of appeals, S. P. Clark, E. W. Kneeland, W. W. McMillan, W. A. Black, Thos. Thompson, S. A. McGaw and W. L. Parrish. The retiring treasurer's report showed the finances to be in a satisfactory condition. On behalf of the council Sec'y C. N. Bell presented a report of the work of the exchange during the year, showing that the grain dealers, who believed it would be impossible to conduct the grain trade of western Canada under the amended charter of the Winnipeg Grain & Produce Exchange, held a largely attended meeting in the Board of Trade room July 20, 1908, to discuss the best means of carrying on the grain business, and decided that a voluntary ass'n following the lines of the original charter of the Winnipeg Grain & Produce Exchange should be organized. A committee of representatives of all the interests engaged in the grain trade was appointed to effect an organization. This committee submitted to a largely attended general meeting, July 28, a constitution, by-laws, rules and regulations, which placed the organization on a working basis on that date, until its first annual election could be held, Nov. 25. The new Grain Exchange took possession of its quarters in its new building Sept. 1, 1908. Trading began at the opening hour and from the first was conducted under better conditions than had existed under the old organization. Without a single exception the 300 members of the old Grain & Produce Exchange applied for membership in the new organization. Mr. Fisher, the newly elected pres. for 1909-10, has been mgr. for Canada of the Scottish Co-op. Wholesale Society for the past twelve years. For the last three years he has been stationed in Winnipeg as buyer of Canadian cereals for export to the society's mills in Great Britain, that annually require about 18,000,000 bus. of wheat.

CHICAGO.

No. 2 red winter wheat has been selling out of store at 4 cents over the September. Offerings are small.

Chicago Grain Eltr. Employees Union incorporated, for mutual benefit, by W. E. Fuller, Wm. Niver and Richard Raleigh.

John Dickinson appeared in Chicago Sept. 22 to visit his lawyers, and promised to return Oct. 20. To the referee in bankruptcy he declared he had no property, stocks or money.

Marfield-Tearse Co. succeeded the Marfield-Tearse-Noyes Co. Sept. 15. W. H. Noyes retired recently on account of ill health and expects to be out of the grain trade for at least a year.

A South Chicago eltr. that had begun making No. 2 hard winter wheat to deliver on September contracts had the wheat turned down because of the admixture of the velvet chaff variety.

Mrs. Fannie Fernald has obtained a divorce and \$90 a month alimony from Raymond Fernald, vice-pres. of the grain, hay and feed firm of which his father, J. W. Fernald, is pres., making the fifth divorce in the Fernald family.

The much talked of game between the baseball experts of Rosenbaum Brothers and the J. Rosenbaum Grain Co. was pulled off last Saturday amid a shower of flowers and banners, with a result that Rosenbaum Brothers were defeated by a score of 12 to 8, and the Helen Day Nursery is \$25.00 ahead.

The method of reporting estimates at Chicago has been changed so that car lot arrivals previously estimated will represent actual inspection of grain from the previous afternoon, including that available for delivery on the market on the day the report is made.

Ware & Leland received, Sept. 11, what is believed to be the largest car of corn ever received in Chicago, if not in any market of the world. The shipment was from Iowa; car No. Ill. Cent. 140,530; out-turn unloaded at Keystone eltr. 137,010 lbs., or 2,446 bus. and 34 lbs.

O. L. Hunter, son of Wm. W. Hunter, who for many years conducted a wholesale grain and mill feed business in Chicago, will continue the feed business under the firm name of O. L. Hunter & Co. His father recently sold his Board of Trade membership and will move to California.

C. W. Spitly, the well known grain dealer and banker of Lincoln, Ill., who for many years has controlled a line of grain stations in the central part of the state, has posted his membership in the Chicago Board of Trade for transfer to John W. Spellman of Lincoln, his former partner who has bot Mr. Spitly's grain interests.

The baseball fans among the Chicago grain trade have been very busy of late. On Saturday afternoon, Sept. 11th, the married men in the office of Rosenbaum Brothers challenged the single men to a contest on the diamond. The result was that the single men accumulated 22 scores to their credit, while the married men were able to get only 14. As consolation for the defeated and reward for the victors the firm generously entertained the contestants at dinner after the game.

William H. Harper, long prominent and conspicuous in Chicago civic life, and for 20 years a member of the Board of Trade, died Sept. 22 at his residence in Chicago. Mr. Harper was born in Tippecanoe county, Ind., in 1845 and took up his permanent residence in Chicago in 1868 when he entered the grain and commission business. In 1873 he became chief grain inspector of Chicago. Thruout his entire career he was active in politics and was recognized as a leader in important civic enterprises.

Membership in the Board of Trade has been applied for by Justin Patrick O'Neill, Charles B. Pike and C. Walter Andrus. Enoch E. Paine, James H. Hamilton, Robert D. Law and the estates of Henry Rang, George F. Reed and John E. Dean have applied for transfer of membership. The directors recently admitted to membership Mark Mason, Emile M. Larson, Joseph H. French, Alfred F. Geahardt, John J. Schreiner and Edward B. Immer. A membership was sold by W. H. Anderson for \$2,450 net to the buyer, the same figure as the last previous transfer.

Conditions of our hay market are more steady at present than they have been for some time past. There seems to be a good steady run of hay coming in, but the volume is not too great for the consumption. For this reason the hay is moving off in nice shape. Heretofore market was continually fluctuating up and down so much that shippers could not feel sure of what results to expect from day to day, but now that the supply and the demand are about equal, we believe that our market will stay where it is for some time and shippers can act accordingly.—W. R. Mumford & Co.

COLORADO.

Sterling, Colo.—George S. Clayton, formerly associate in the eltr. business here with B. D. Fletcher, has bot Mr. Fletcher's interests and intends to spend much of his time here, tho his headquarters are in Denver.

IDAHO.

Grangeville, Ida.—H. B. Cornell is building a 60x100 ft. grain warehouse and the Imperial Warehouse Co. is erecting one, 40x120 ft.

Parma, Ida.—The 35,000-bu. grain warehouse, 48x60 ft., under construction by the Caldwell Mlg. & Eltr. Co. is about completed. Later the company intends to build a 100,000-bu. eltr.

Nampa, Ida.—L. L. Miller, who recently took over the grain business of the Nampa Milling & Eltr. Co., has purchased the grain and commission business of C. E. Saxton and will combine the two. He will conduct the office and retail business in his new property and will handle grain storage at the eltr.

Burley, Ida.—The contract has been let for excavation and concrete foundation for the mill and eltr. to be erected by the Colorado Milling & Eltr. Co. The warehouse, 40x60, will be ready to receive grain within 60 days, but the mill and eltr. will probably not be built before next spring. The Colorado Mlg. & Eltr. Co. has a large mill and eltr. at Caldwell and an eltr. at Twin Falls. It will operate its plant here under the name of the Burley Milling & Eltr. Co., with C. C. Baker as local mgr.

ILLINOIS.

Tennessee, Ill.—J. L. Williams & Sons have bot the eltr. of Buckley, Pursley & Co.

Colchester, Ill.—The Colchester Mlg. Co. has bot the eltr. here of Buckley, Pursley & Co. of Peoria.

Joy, Ill.—Mrs. Mary Tieman has bot the eltr. of J. M. Thomason. Her son, William Tieman, will operate it.

Divernon, Ill.—W. A. Pegram has resigned as mgr. for the Divernon Grain Co. to take a position at the mine.

Ashkum, Ill.—The Ashkum Farmers Eltr. Co. incorporated for \$15,000 by B. Alberts, C. H. Fortemps and Fred Tascher.

Pecatonica, Ill.—John Marks has resigned as mgr. of the eltr. of the Pecatonica Produce & Supply Co., to take effect Oct. 1.

Farmingdale, Ill.—W. E. Hanney, who has managed the eltr. of the farmers' company for the past three years, has resigned to leave Oct. 8.

Macomb, Ill.—I have bot the eltr. of Buckley, Pursley & Co. to increase my capacity; also have my former scoop houses.—Chas. Munson.

Hopedale, Ill.—R. J. Railsback was married Sept. 2 to Miss Nellie Froebe of this place. Besides his connection with the grain firm, Mr. Railsback is postmaster.

Hornsby, Ill.—The elevator of C. B. Munday & Co. burned early in the morning of Sept. 14, destroying 8,000 bus. of grain. Loss, \$12,000; insurance, \$4,000. The company will erect a modern, up-to-date eltr. of 20,000 bus. capacity, with detached poverhouse and office. Gasoline power sheller and cleaner will be used.

Mt. Carmel, Ill.—We are contemplating building an eltr. of 15,000 to 20,000 bus. capacity, also a 200 to 250-bbl. flour mill.—W. J. Helm of Bernet, Craft & Kauffmann Milling Co.

Peoria, Ill.—Buckley, Pursley & Co. have disposed of all their business interests and eltr. properties along the Quincy branch of the C. B. & Q. and will retire on account of Mr. Buckley's ill health.

Carlock, Ill.—The Farmers Eltr. Co. is covering its eltr. with galvanized iron and building a concrete structure in which to handle mill feeds, and cement. Mgr. L. E. Schwartz recently married a young woman of Carlock.

Chippis sta., Sullivan p. o., Ill.—We have taken over the eltr. on the I. C. R. R. we recently obtained from Paul Kuhn & Co.; capacity, 20,000 bus., with cribs for 30,000 bus. of ear corn.—J. A. Davis of Davis Bros.

Green Valley, Ill.—A number of grain firms thruout the trade are still mailing bids to the McDonald Grain Co. and the Barker Eltr. Co. These firms are both out of business and we are their successors.—Farmers Grain & Coal Co.

Rising sta., Champaign p. o., Ill.—B. C. Beach & Co. have let the contract to the Burrell Engineering & Construction Co. for the erection of a storage addition to contain 15,000 bus. It will be cribbed on concrete foundation, with wood siding and require the installation of a new leg.

Peoria, Ill.—F. W. Arnold, who has conducted a grain business of his own, has formed a partnership with A. W. Harwood, formerly with Frank Hall & Co., to operate under the firm name of Arnold & Harwood. Mr. Harwood has applied for membership in the Board of Trade.

Beecher, Ill.—J. Cloidt eltr., which has been operated by his son, F. G. Cloidt, was burned Sept. 14, 4 a. m., together with 7,000 bus. of wheat and oats and 10,000 lbs. of seed. Loss on building about \$10,000; insurance, \$7,000. Loss on grain, \$3,840, fully insured. The eltr. will be rebuilt immediately.

Rantoul, Ill.—Frank Yates has bot back the eltr. of Hayward Bros., which he built a short time before he sold it to the Haywards. All his business life has been spent in the grain trade. He owns another eltr. at Prospect. J. C. Hayward, who has been managing the eltr., has gone to visit his family in Lawrence, Kan.

Plainfield, Ill.—The recently formed partnership of Barr & Hill, operating under the name of the Barr Grain Co., that succeeded Chas. V. Barr, has been dissolved. Mr. Hill, a Joliet man, has sold his interests to Mr. Barr and will retire from business at this point, leaving Mr. Barr in possession as he was before he admitted Mr. Hill to partnership.

Tampico, Ill.—The Smith-Hippen Co. is building a 300,000-bu. eltr. at the canal feeder on Mile Nine between this place and Rock Falls. The building is already under roof and will be ready for use in a week or two. F. S. Boyer of Tampico will be the agt. in charge of the new Mile Nine Eltr. Some of the construction workers are lodged on a neat cabin tow-boat owned by the Smith-Hippen Co., that owns and operates 22 eltrs. on the Illinois river, all larger than those on the canal. The grain is received on canal boats and transferred at Pekin, where the company has its headquarters.

Stockton, Ill.—A. C. Cromer, mgr. for A. B. Honeywell, has had plans prepared by Fred Friedline and will build 25,000 bus. of ear corn and 15,000 bus. of small grain storage. Equipment is to be one stand of eltrs., 14x7 cups, chain drives, one wagon dump with chain feeder, gasoline and horse power. Mr. Cromer is about to buy the equipment.

Golden, Ill.—Formerly this section was a large buckwheat producing country, but since our lands have advanced so much in value, making the farmers independent, they seem to care nothing for raising buckwheat. They say it is too hard on valuable land and does not pay. For years we have had to get our supply shipped from the east or north, wherever we can buy it the cheapest.—H. H. Emminga.

Ficklin, Ill.—I have sold a half-interest in my eltr. and grain business here to Peter Kruse of this place, who will have charge of the business operated under the firm name of Tom Abrams & Kruse. I have taken an interest in the National Fence & Gate Co. of Tuscola, Ill., and have been giving my entire time to it since July 1, so was obliged to neglect my Ficklin business, hence the sale.—Tom Abrams.

Sadorus, Ill.—A final accounting was held recently in the bankruptcy case of Judd Nichols, the grain operator, banker and merchant who failed about two years ago for approximately \$100,000. The trustee has been discharged after collecting and paying over to the creditors more than \$80,000. All concerned in the case are well pleased, as when the petition in bankruptcy was filed it was not thought that the estate could net fifty cents on the dollar.

Sullivan, Ill.—I have traded my eltr. at Chesterville, Ill., to Paul Kuhn & Co. of Terre Haute, Ind., for their eltrs. at this point and at Chippis Station. My brother, E. W. Davis, and I have formed a partnership and will operate these eltrs. under the firm name of Davis Bros., headquarters at Sullivan. The eltr. here is on the I. C. R. R.; capacity, 10,000 bus. Next spring we will tear it down and build an up-to-date eltr. on its site.—J. A. Davis.

Peoria, Ill.—If the application for membership of A. W. Harwood is granted as it likely will be, he will be the fifteenth new member of the Board of Trade during the present year. The Board now has 106 members. While memberships are valued at \$55, should the present demand continue they will go to \$200, the price demanded ten years ago, when Peoria handled enormous quantities of corn in addition to other grain. The present price is considered too low.

Lincoln, Ill.—The firm of Spellman & Spity, who have been in partnership since 1900, and own eltrs. here and in Lawndale, Skelton, Chesterville, Burtonview, Broadwell, Bell Station and Johnston, doing a total annual business of more than \$1,000,000, will be dissolved Oct. 1. John Spellman has bot out Mr. Spity's interests and he and his mother, Mrs. E. J. Spellman, will continue the business as before, under the firm name of Spellman & Co. Mr. Spity has been in the grain and lumber business for about fifteen years, and retires on account of his health. While in no immediate danger, he has wisely heeded the alarm already sounded and will rest after the long strain of managing the increasing business.

Chestnut, Ill.—Pease & Allen Grain Co. incorporated to deal in grain, lumber and coal; capital stock, \$18,000; incorporators, A. J. and Louie J. Pease and W. B. Allen. Mr. Allen has bot an interest in the eltr. formerly owned by Chas. H. Ruple, that he sold to Fred W. Obermiller of Mt. Pulaski, who in turn sold the property to the Pease & Allen Grain Co. As soon as the Mt. Pulaski Grain Co. finds a man to take his place, Mr. Allen will buy grain for his own firm.

Springfield, Ill.—State Supt. Blair has issued an illustrated booklet devoted to Corn day, which will be generally observed in the schools thruout the state, Nov. 5. Boys who have taken an interest in the cultivation of corn can exhibit ten ears of white and yellow corn, and each county superintendent will offer first, second and third prizes to successful competitors. After the first exhibit in the schools on Corn day a general display will be made in the office of each county superintendent, Nov. 13; later a majority of the exhibits will be shown at the state corn show. Farmer boys are urged to keep a complete record of their cultivation work, which will be given to the teacher in charge of the exhibit.

Indianola, Ill.—A fire that started about 7 o'clock in the evening of Sept. 10 completely destroyed the eltr. of Wm. J. Current which contained 75,000 bus. of oats and 1,000 of corn; insurance, \$75,000 on the eltr. and \$3,000 on the oats, most of which had been stored there by farmers. Rebuilding will begin as soon as the insurance can be adjusted. The eltr. had been owned by some member of the Current family for many years. It formerly belonged to J. M. Current of Homer and M. A. Current of Danville, who sold it about three months ago to the present owner, a son and a brother. He paid \$15,000 cash for the property, a reduced price on account of relationship. The eltr. was practically rebuilt about three years ago. Mr. Current was fortunate in getting all the books and valuable papers out of the office safe, so he will not be delayed in carrying on his business. He will endeavor to provide for his patrons in some manner this season. His was the only eltr. here. Contract has been let to the Burrell Engineering & Construction Co. for a 30,000-bu. eltr., with gasoline power, two legs, two dumps, Western Sheller and Cleaner. The new house will be cribbed on concrete foundation with iron siding.

INDIANA.

Connersville, Ind.—Have changed my headquarters from Muncie to Connersville.—J. R. Stafford.

Bippus, Ind.—We have bot the eltr. here of L. M. Fishbaugh.—O. Gandy & Co., South Whitley, Ind.

Warsaw, Ind.—J. D. Thayer is building a concrete addition to his engine house, attached to his eltr.

Arcadia, Ind.—We will not rebuild our plant that burned here in Aug. if we sell the site.—Winders & Berg.

Mentone, Ind.—I have bot the Nickel Plate Mills at this place and have moved here to live, but will still operate my grain business at Terhune with headquarters here.—C. Cunningham.

South Bend, Ind.—R. F. Peck of Cassopolis, Mich., who bot the Grand Trunk eltr., has been forbidden to move it to a site on the Mich. Cent. right-of-way. The G. T. claims it as a fixture.

Evansville, Ind.—A fire that originated in one of the stables where twelve mules were burned, destroyed the eltrs. and flour mills of Igleheart Bros., Sept. 16. The loss will probably reach \$200,000; insurance, \$165,500.

Charlottesville, Ind.—Two boys, aged 9 and 11 were playing at the eltr. of T. B. Wilkinson & Co. recently and were caught in the line shaft. Each had one leg and one arm broken, and one was severely hurt about the head.

Bath Station (College Corners, O., p. o.), Ind.—The eltr. of Willey Bros., operated by the Willey Mill & Eltr. Co., burned Sept. 7 with 4,000 bus. of grain, wheat, corn and oats. Loss, \$9,500; insurance, \$5,500. The company will rebuild. Its headquarters are Ross, O.

Columbia City, Ind.—I sold my eltr. on the Vandalia R. R. to O. C. Crowell, and at the same time I also purchased the eltr. interests of the Columbia City Mill & Eltr. Co. Mr. Crowell is now a regular grain dealer here and I continue to handle grain, seeds and wool.—Chas. E. Lancaster.

Ash Grove, Ind.—A fire started about 1 o'clock in the afternoon of Sept. 13 in the brick cobhouse, 20x30, that adjoins the eltr. of the Crabbs, Reynolds, Taylor Co. A number of teams hauled cobs out of the building as fast as they could be loaded until far into the night. The flames did not get thru the roof of the cobhouse, but the woodwork on the inside was charred and the damage will be considerable.

IOWA.

McGregor, Ia.—J. W. Boyle has bot an interest in the grain business of Gilchrist & Co.

Coin, Ia.—P. A. Drake will buy grain for the Coin Eltr. Co. during the coming season.

Hartwick, Ia.—Harry A. Woodworth will have charge of the eltr. James McCarty recently bot of J. F. Sponseller.

Dike, Ia.—A. K. Doorley has taken over the eltr. of the Western Eltr. Co. and will operate it under the name of the Dike Grain Co.

Dayton, Ia.—M. J. Morey of Lanesboro, Minn., has succeeded W. J. Minnis, resigned, as mgr. for the Farmers Eltr. Co. Mr. Minnis has moved to Fort Dodge.

Essex, Ia.—N. C. Nelson and G. J. Liljedahl have bot the eltr. and grain business of George M. Gwynn, who will devote his time to his land interests in South Dakota.

Ryan, Ia.—The A. W. Savage Lbr. Co. will build an eltr. here, on the I. C. railroad; foundation will go in this fall and eltr. will be built early next spring.—A. W. Savage Lbr. Co., per A. W. Savage, Coggon, Ia.

Keokuk, Ia.—L. C. Emerson, representing James E. Bennett & Co. of Chicago, members of the Chicago Board of Trade, opened an office in this city Sept. 14, with W. W. Gwin in charge, to do a general business in cash grain and futures, provisions, stocks and bonds.

Traer, Ia.—C. A. Pratt has traded 480 acres of land near Cheyenne, Colo., for the eltr. here of the Ober-Kingsbury Co. that has been managed for the past year by James White. Mr. Pratt has leased the property to Marr & Young, who operate the eltr. on the C. & N. W. under the name of the Marr & Young Grain Co.

Carpenter, Ia.—The A. J. Kleinwort Eltr. Co. has changed hands; it is now known as the Grain & Stock Co. and is conducted by farmers.—A. J. Kleinwort.

Britt, Ia.—The Farmers Industrial Union is preparing to handle feed, flour and coal in connection with its grain trade at its two eltrs. here.—Ralph Whitney, mgr.

Judd, Ia.—The eltr. of the Western Eltr. Co. was badly damaged by wind during a storm Sept. 12; partly insured. Storage building and driveway blown away and torn to pieces.—Will Spike, agt. W. Eltr. Co.

Shellsburg, Ia.—The Shellsburg Grain & Lumber Co. has completed its organization by the election of seven directors, who have selected A. J. Budd as pres. and Herbert Dickinson, sec'y. The new company has \$10,000 capital.

The proposed consolidation of the Soils & Farm Crops Depts. at the Iowa Agri. Experiment Station will not help the work of improving the state's small grain crops and should be vigorously opposed by everyone who has the best interests of the state's agriculture at heart.

Wellsburg, Ia.—J. Peters & Son, who own an eltr. here, have rented the eltr. of J. Tjaden & Son. The movement of corn has been very large the last month. Have handled about 250,000 bus. the last year. I have hired to the Farmers Co-operative Eltr. Co. for another year at a rise in salary of \$10 per month.—E. A. Bowles, mgr.

Emerson, Ia.—John W. Crawford of Macksburg has bot the eltr. here of W. H. Eaton and has taken possession, but will not take charge until about Jan. 1, as he is needed on his farm. B. M. Davis, who has had charge of the eltr. during the past few weeks, will continue to conduct the business until Mr. Crawford can take it.

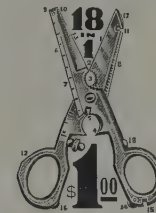
Hampton, Ia.—A. A. Moore, for years a well known grain dealer in this section of Iowa, but for the past two years a resident of Denver, Colo., has returned and bot a majority of the stock in the line of eltrs. of Moore Bros., located here and at Chapin, Alexander, Union, Kanawha, Corwith, Algona, and two at St. Benedict, of which he will soon take active control. The deal involves about \$100,000. It is not likely his family will return, as the asthma, from which Mrs. Moore suffers, will not allow her to live in this climate.

Cedar Rapids, Ia.—The administrator of the estate of Franklin R. Zimmerman has bot suit against the Cedar Rapids Grain Co. for \$20,000 damage, alleging that in the summer of 1908 the defendant employed Zimmerman in building an eltr. in this city, and placed him in a very dangerous position at great height without warning him of the danger or endeavoring to lessen it. He fell, struck a beam and died from the effects of the injury. The defendant is charged with negligence in not warning him of the danger or making provisions to decrease it.

Ames, Ia.—"Winter Wheat Growing in Iowa" is the subject treated in press bulletin No. 16 issued by the Iowa State College Experiment Station. The bulletin discloses that Iowa soils are well adapted to the growth of winter wheat; climatic conditions of the state are not so unfavorable to the growth of the crop as is generally believed, and the growing of winter wheat fits into Iowa systems of rotation satisfactorily. The Iowa Experiment Station has tested ten varieties

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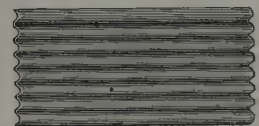
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KANSAS.

Salina, Kan.—The Appleman Grain Co. is a new company.

Ogallah, Kan.—The Farmers Eltr. Co. is ready for business.

Soldier, Kan.—R. W. Conner has succeeded Conner & Son.

Cedar, Kan.—Lund & Son have succeeded Wise & Lund.

Kismet, Kan.—H. C. Olein has started a grain business here.

Halford, Kan.—James E. Hobbs has succeeded L. E. Eaton.

Kanorado, Kan.—German & Jones have entered the grain trade.

Monrovia, Kan.—Strine Bros. have succeeded Harry Strine.

Highland, Kan.—Hutt & Williams have succeeded B. W. Williams.

Formoso, Kan.—L. L. Burchinal has bot out the Home Grain Co.

Lucas, Kan.—Vancura Bros. have succeeded the Farmers Eltr. Co.

Paxico, Kan.—C. J. Glatzbach has bot out the Home Grain Co. here.

Parnell, Kan.—J. W. Keates has opened a grain business here.

Bendena, Kan.—S. P. Severin has succeeded the Hinds-Lint Grain Co.

Durham, Kan.—The Durham Grain Co. has succeeded the Home Grain Co.

Bloom, Kan.—The Bloom Hdw., Imp. & Grain Co. has started in business.

Cedar Bluffs, Kan.—The Cedar Bluffs Lbr. Co. has succeeded R. A. Green.

Munden, Kan.—F. A. McCall has bot out the Home Grain Co. at this point.

Gem, Kan.—P. S. Houston and the State Eltrs. have entered the grain trade.

Ray, Kan.—P. Miller & Son have succeeded the Pacific Eltr. Co. at this point.

Furley, Kan.—S. F. Wright has taken over the grain business of H. I. Merrill.

Goodland, Kan.—William Walker and the State Eltrs. have opened for business.

Shields, Kan.—C. E. Robinson of Lincoln has entered the grain business here.

Wheaton, Kan.—M. J. Young has taken over the business of Force & Kieley.

Effingham, Kan.—Hendrickson & Sharpless have succeeded Hawk & Phillips.

Radium sta., Ray p. o., Kan.—The Farmers Eltr. Co. has opened for business.

Cleveland, Kan.—O. W. Hutchinson has taken over the business of Henry Bird.

Eshon, Kan.—The Wright-Leet Grain Co. has succeeded the Home Grain Co. here.

Canton, Kan.—The Canton Mlg. Co. has bot out the Home Grain Co. at this point.

Morland, Kan.—G. W. Stober has taken over the business of the Farmers Eltr. Co.

Wilrods sta., Ford p. o., Kan.—W. H. Gould & Son have engaged in the grain business.

Hope, Kan.—An alfalfa mill will be erected here by the company of which Dr. Axtell of Newton, Kan., is head, and which has built a large number of mills throught the state.

Croft, Kan.—W. E. Clark has entered the grain business here, with headquarters at Sawyer.

Nashville, Kan.—W. M. Manley and the Farmers Eltr. Co. have entered the grain business.

Smith Center, Kan.—The Smith Center Co-op. Grain Ass'n has succeeded the Home Grain Co.

Lovewell, Kan.—The eltr. of Geo. Scoular was struck by lightning Sept. 2; damage small.—S.

Abbyville, Kan.—The W. T. Shute Grn. Co. of Wichita, Kan., has bot the eltr. of the Abbyville Grn. Co.

Colby, Kan.—The Parrott Mlg. Co. has taken over the property and business of the Colby Mill & Eltr. Co.

Barnes, Kan.—The W. D. Kuhn Grain Co. has succeeded L. T. Solt, and S. P. Solt has succeeded M. Solt.

Germantown, Kan.—The eltr. of J. E. Winterscheidt was struck by lightning Sept. 8; damage about \$20.—S.

Hardtner, Kan.—The Hardtner Eltr. Co. has been organized by wheat growers in this vicinity to build an eltr.

Irving, Kan.—M. P. Thielen has succeeded Carroll Walker, who recently bot the eltr. of the R. L. Moore Grain Co.

Overbrook, Kan.—C. H. Redman has sold his eltr. and plant at this place.—Wm. Halbert, mgr. Overbrook Eltr. Co.

Hanover, Kan.—Ferguson & Spence bot out H. Wessels, who is now out of business.—F. A. Taft, cashier Taft State Bank.

Burlingame, Kan.—The recently organized Burlingame Grain & Eltr. Co. has taken over the business of E. S. Beverley & Son.

Lebanon, Kan.—W. S. Jackson & Co., who bot the eltr. here of the Home Grain Co., are repairing the house.—Lebanon Mill & Eltr. Co.

Rydal, Kan.—E. A. Fulcomer, whose headquarters are at Belleville, has taken over the business of the Home Grain Co. at this point.

Scottsville, Kan.—H. F. Burke has succeeded Marsh, Burke & Co. Mr. Burke owned this eltr. before he took others into partnership with him.

Athol, Kan.—We bot the eltr. of the Home Grain Co., Aug. 14, and are now the only dealers at this point.—G. W. Douglas, mgr. Athol Co-op. Grain Co.

Wichita, Kan.—A test case of the city ordinance requiring a \$200 license from grain brokerage companies is being made by the J. R. Tomlin Grn. Co. J. R. Tomlin was arrested and, in company with his attorney, he later visited the city hall and arranged to have the case tried in police court.

Holton, Kan.—Albert Sarbach, a dealer in grain of this city, committed suicide in Kansas City a few days ago. Mr. Sarbach owned 5 eltrs. in the vicinity of Holton and also was interested in the mercantile business. His indebtedness, it is said, will amount to about \$50,000, which will be covered by the property and life insurance.

Wichita, Kan.—The Watson Mlg. Co. is completing its two new steel tanks and eltr. for grain storage. This makes its third; the first built has a capacity of 75,000 bus.; the other two 25,000 bus. each. The company wishes to avoid getting caught again as were all Wichita millers this year, when wheat had to be shipped back here from Chicago and Kansas City.

Haviland, Kan.—The only grain firms doing business here are the Pratt Mill & Eltr. Co., with offices at Pratt, Kan.; the O'Neil-Kaufman & Pettit Grn. Co., of Hutchinson, Kan., and the Millers Grn. Co., of Hutchinson, Kan. All others are scoopers.

Rydal, Kan.—The Farmers Eltr. Co. was organized Aug. 20, to deal in grain, seeds, hay, coal, lumber and cement; capital, \$8,000; Ed. Bushby, pres.; H. A. Paulson, sec'y; and Peter Moxton, treas.; these officials with Frank Goodwin and Jos. McGowan compose the directorate.

Abilene, Kan.—Subscriptions for stock to the amount of \$10,000 in an alfalfa mill to be established here are being solicited by the promoters of the company headed by Dr. Axtell of Newton, Kan., and which includes several other well known business men of the state. The company now has 13 mills in operation.

Kansas City, Kan.—The taking of testimony in the case of the state of Kansas against J. W. Radford, former chief inspector and weighmaster of the state, has been resumed. The charge against the former inspector is misappropriation of state funds and, according to the testimony of A. D. Crotts, former chief clerk of the department, both he and his former superior are involved. Crotts has admitted in his testimony that he cashed checks given for inspection and weighing and used them for private purposes. Part of the money, he states, went to Radford, who had knowledge of the transactions.

Palco, Kan.—A short time ago C. E. Robinson of Lincoln brot suit against J. E. Cunningham in a business matter, and the latter in his answer alleged that Robinson had formed a combine with the Joe Knakel Grain Co. to pay only certain prices for grain and that on every bushel received by Robinson in excess of $\frac{3}{8}$ of the total number of bus. received by both Knakel was to receive 3 cents a bu. and that Knakel was to pay Robinson 3 cents per bu. for all wheat he received in excess of $\frac{1}{2}$ of all the grain received by both. It is alleged that in July, 1906, Robinson made a deal with the Knakels whereby they closed their eltr. in Palco and left the field to Robinson without competition, and it is charged that Robinson paid the Knakel company 2 cents per bu. on 35 per cent of all the wheat bot at Palco. In the spring of 1907 it was discovered by Robinson that the monopoly was not a drawing proposition and that the wheat of the surrounding country was going to other points. Then, it is alleged, Robinson rented the Knakel eltr. and placed a man in charge and gave out the report that the Knakels were again running their eltr. and that he had competition. The suit was settled out of court.

KENTUCKY.

Lebanon, Ky.—The Modern Mill & Eltr. Co. incorporated by I. M. Estes, E. N. Hundley and J. A. Kelly; capital, \$15,000.

Fordville, Ky.—This would be a splendid point for an eltr., as none are near. Our three railroads furnish fine shipping facilities both in and out.—Jasper C. Reynolds, head miller Eureka R. Mills.

LOUISIANA.

Alexandria, La.—The \$30,000 grain and feed eltr. of the Alexandria Mill & Eltr. Co. has been completed. It will handle exports.

Shreveport, La.—Kalmbach & Co. have begun work on their new eltr. that will have a storage capacity of 35,000 bus. and a milling capacity of 1,500 sacks of chops daily. Plant will be ready for operation Oct. 1.

New Orleans, La.—The tentative resignation of E. B. Lane from the office of rice freight commissioner of the Board of Trade is in the hands of Chairman S. Locke Breaux of the rice committee of the board. Ill health is assigned as the reason for Mr. Lane's resignation.

Ferriday, La.—H. C. Luckett, real estate agt. of Natchez and Champaign, Ill., is figuring on building a grain eltr. at this point for corn storage, to follow the same method of handling corn employed in the north, that is, to allow the corn to ripen thoroly and have it shelled by a shelling machine taken from one farm to another, after which the corn is sent to eltrs. for shipment.

New Orleans, La.—Since Sept. 1 the following new members have been admitted to the New Orleans Board of Trade: O. Lacour, Chas. F. Tete, J. B. Levert, Jr., Alf. V. Beer, Crescent Ice Co., Emile Hoehn. Visiting members admitted are: J. F. Coleman, C. K. Lincoln, Jr., Jules Dreyfus, Nathan & Fettes, A. Cusimano & Co., Jose E. Rosado. The following applications for full membership are pending: M. Hortman, P. E. St. Martin, Jno. F. Fincke, Jr.: for visiting membership: J. D. Hunt and H. P. Shuck.—C. M. Kearney, acting sec'y.

New Orleans, La.—Efforts to have New Orleans placed on a parity with Galveston in the matter of export grain rates from Kansas, Oklahoma, Nebraska and other western points have been launched by the freight and transportation bureau of the New Orleans Board of Trade, and while the Atchison, Topeka & Santa Fe thus far has refused to grant the rates a fight for them will be continued and steps will be taken to show the road officials that the lowering of the rates will redound to the benefit of the line. Letters on the subject have been exchanged between the Board of Trade bureau and J. E. Gorman, traffic mgr. for the Santa Fe system with headquarters in Chicago.

New Orleans, La.—The first carload of Louisiana-grown corn to be handled by a country eltr. arrived in New Orleans Sept. 13. It came from the eltr. of the Franklin Realty Co., at Lake End, La., on the Red river. The company has equipped its eltr. with a Marseilles Sheller and other modern machinery, capacity 5,000 bus. daily. The corn received graded No. 2 white and was consigned to this market for export. This shipment has attracted a great deal of attention in view of the recent development of Louisiana as a corn producing state. While some authorities say that the corn produced in the state is not yet dry enough for export, the success in growing corn where cotton only had been grown before has aroused the enthusiasm of planters and local Board of Trade men. One advantage pointed out by those who are encouraging the development of Louisiana as a corn growing state, now that the boll weevil has caused many planters to look for a substitute for the former cotton crop, is that the southern crop will reach the market two months earlier than the product of Illinois, Nebraska or others of the northern corn growing states. It is now believed that present averages of from 20 to 30 bus. per acre can be increased, with proper attention given to cultivation, to 50 bus. or more per acre.

MARYLAND.

Baltimore, Md.—The first full cargo of grain since last January went out of this port the other day on the French steamer Belle Isle.

Baltimore, Md.—The membership of F. W. Florenz in the Chamber of Commerce has been transferred to Ed C. Geyer, who was admitted to the exchange Sept. 14.—H. A. Wroth, sec'y.

MICHIGAN.

Brown City, Mich.—Valley Hay & Grain Co. incorporated for \$30,000.

Detroit, Mich.—Farmers Co-op. Eltr. Co. incorporated, capital stock, \$15,000.

Howell, Mich.—Ray Gordon has bot a half interest in the eltr. of James Taft at this place.

Reed City, Mich.—H. J. Crocker is erecting an addition to his grain warehouse in this city.

Croswell, Mich.—The Farmers' Eltr. Co. is offering a prize for the best single bean stalk having the largest number of bean pods.

Mendon, Mich.—I have sold my eltr. here with the grain, coal and feed business to Frederick E. Kelsey of Detroit.—Geo. H. Crawford.

Eaton Rapids, Mich.—Improvements at the eltr. of Crane & Crane are about completed. When finished it will be one of the best equipped houses in this part of the state.

Elba, Mich.—The eltr. and coal shed of John S. Smith of La Peer, operated under the name of the La Peer Grain Co., burned about 4 o'clock in the morning of Sept. 13. Tramps are supposed to have started the fire. Only the books were saved at the eltr. which contained both grain and wool. The coal shed was well filled. Loss, \$10,000 partly insured.

MINNESOTA.

Fox, Minn.—The new eltr. of Hanson & Brazen is almost completed.

Litchfield, Minn.—The Farmers & Merchants Eltr. Co. is building an addition to its house.

Grove City, Minn.—P. G. Melby of Tyler has succeeded B. B. Hine as buyer at the eltr. of the State Eltr. Co.

Freeport, Minn.—Hoeschen & Uhlenkott are taking down the eltr. they recently bot from the National Eltr. Co.

Vining, Minn.—M. B. Lund is pres. and Ole C. Olson sec'y of the recently incorporated Vining Farmers Co-op. Eltr. Co.

Audubon, Minn.—T. A. Helgeson has resigned his position as agt. for the N. P. to buy grain at the eltr. of the Monarch Eltr. Co.

Okabena, Minn.—The Farmers Eltr. Co. bot the eltr. of McGlinn Bros. that was closed last fall, and opened it for business Sept. 3.

Arco, Minn.—As the office building of the Farmers' Eltr. Co. is considered unsafe, the contract has been let for erection of a new one.

Tracy, Minn.—G. E. Bartholomew of Tracy has come to take charge of the eltr. of Bingham Bros. and will move his family here soon.

Twin Valley, Minn.—The eltr. of the Monarch Eltr. Co. has been opened for business with Thos. Stende as agt. This fall the company will erect a cement coal shed 16x50 ft.

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Cover's Dust Protector

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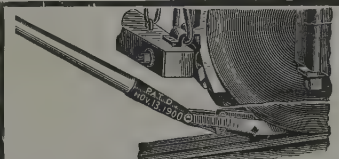
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165 Board of Trade

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Cottonwood, Minn.—N. H. Dahl has packed his household goods to move his family to Kenmare, N. D., where he will have charge of an eltr.

Pipestone, Minn.—James M. O'Neill, who recently came from Holland to manage the eltr. of the Northwestern Eltr. Co., has moved his family here.

Greenbush, Minn.—Engle Pederson of Thief River Falls has been appointed grain buyer for the Roseau County Farmers Co-op. Eltr. & Merc. Co. at this station.—M. R.

Duluth, Minn.—Out of 417 cars of spring wheat inspected here Sept. 17 there were two cars of velvet chaff and with 400 cars on the following day there were 4 cars of the same grain.

Zumbrota, Minn.—We are not in the grain business. Eltr. we operated at this point is now owned by the Red Wing Malting Co., Red Wing, Minn.—Wabasha Roller Mill Co., Wabasha, Minn.

Beardsley, Minn.—The Brown Valley Farmers Eltr. Co., of Brown Valley, Minn., recently bot the eltr. here of the Duluth Eltr. Co. and has placed W. R. Smith of this place in charge as mgr.

Duluth, Minn.—Since Sept. 1 there has been one applicant for membership in the Duluth Board of Trade—W. I. Ray of Minneapolis; the membership of D. A. Christy has been sold.—Chas. E. MacDonald, sec'y.

Cannon Falls, Minn.—The eltr. of D. A. McDonald & Co., operated by the Columbia Eltr. Co., burned Sept. 13; loss \$3,000, covered by insurance. The cause of the fire is supposed to have been lightning.

Roseau, Minn.—The new eltr. of the Red Lake Falls Mfg. Co. has opened for business with P. O. Christianson in charge. He comes from Greenbush, where he bot grain at the eltr. of the farmers' company.

Kasota, Minn.—Sage Bros. Grain Co. incorporated to deal in grain, hay, seeds, fuel and farm products and operate eltrs. and grain warehouses; capital stock, \$50,000; incorporators, L. B. and S. B. Sage of Kasota and Andrew F. Brenner of Minneapolis. Headquarters here.

Fergus Falls, Minn.—M. A. Mortenson, formerly mgr. of the Farmers Eltr. & Supply Co. of Burr, Minn., has moved his family here from Canby and will buy grain for the Farmers Co-op. Eltr. Co., that is working to get its new eltr. finished ready for business by Oct. 1.

Wadena, Minn.—A price war is in progress between rival grain buyers here. On the one hand is the Ebner Milling Co. and on the other the two local eltr. companies, the Interstate Grain Co. and the Monarch Eltr. Co. The eltr. companies are lined up against the mill and the prices being paid for grain range from 3 to 5c above the regular market.

Before leaving for Rochester, Minn., Sept. 13, Gov. Johnson announced the reappointment of the men on the Minneapolis and Duluth boards of grain appeals. The appointments on the Minneapolis board follow: Arthur F. Even-son of Nicolet county, to serve three years; W. F. Kelso, of Kittson county, to serve two years; S. P. Thorson of Sibley county to serve one year. The appointments on the Duluth board are: H. P. Borge, of Otter Tail county, to serve three years; Herbert M. Gray of Lyon county, to serve two years; T. B. McManus of Polk county to serve one year.

Varco sta., Austin p. o., Minn.—Abe Brooks has bot a half-interest in the grain and coal business of E. G. Tompkins. The new firm's name is Tompkins & Brooks.

Stillwater, Minn.—At a meeting of representatives of the Am. Society of Equity and the Booster Club, Sept. 10, it was decided to buy the eltr., feed mill and warehouse of Fred Lucksinger for \$5,000 cash, under the name of the Stillwater Equity Market Ass'n., to be composed of members of the two organizations sharing equally in the capital stock subscribed by individuals. The new company will conduct the market and feed mill. C. E. McGuire, who has managed the market established a year ago, will manage the joint concern. Some improvements will be made in the mill.

MINNEAPOLIS LETTER.

Both in Minneapolis and Duluth grain exchanges were closed Sept. 23, on account of the funeral of the late Governor Johnson of Minnesota.

Lewis W. Gifford, A. S. Boulton, Frank M. Norton, Wm. P. Tuttle and Herbert L. Wilk have been admitted to membership in the Minneapolis Chamber of Commerce since Sept. 1.—John G. McHugh, sec'y C. of C.

Matters relative to changes in terms of storage and to the new system of accounting were discussed at a meeting of the State Railroad and Warehouse Commission and representatives of the eltr. companies of this city on Sept. 16.

The district court at Minneapolis has overruled the appeal of Hector C. Nicholls to have the will of his grandfather, Wm. W. Nicholls, denied in probate court. The latter was the Minneapolis grain man who was killed in the West hotel fire 3 years ago.

The eltr. belonging to the Exchange Grn. Co., at St. Louis Park, burned Sept. 16 with 50,000 bus. of grain. The eltr. had a capacity of 400,000 bus. Total loss, \$100,000; insurance on building and contents, \$70,000. The company will rebuild on the same site with a fireproof eltr. of the same size.

The Northern Pacific road has notified local grain shippers and receivers that it will not permit its loaded cars to leave its own rails, and that orders for delivery to connecting lines in Minneapolis will not be followed. The order states that the road does not want its rolling stock to go to other portions of the country because of the need of cars to move the grain crop.

The operations of Sherman R. Norris and the Minnesota Grain Indemnity Co., of which he was head, may be investigated by the federal grand jury. The case already has been presented to the Hennepin county grand jury, but the United States postal authorities will continue their investigations. Norris is said to have had a heavy correspondence and the postoffice inspectors will endeavor to learn its nature.

The Montana Central Eltr. Co. has been incorporated with capital stock of \$50,000 and will erect eltrs. in Montana. Five or 6 country houses will be built this year, but the company intends eventually extending into grain producing country of Montana that is tributary to Minneapolis also further distant than that from which grain ordinarily moves this way. The incorporators are W. W. Cargill of La Crosse and J. H. MacMillan of Minneapolis.

Garnishment proceedings, attaching office furniture, have been brot against A. C. Scott & Co., the grain commission firm which closed its doors a short time ago. Nothing has been heard of the head of the firm, whose disappearance was coincident with the closing of the office, and no action has been brot directly against him. A small amount of money was left in a local bank which, with the proceeds of the sale of furniture and fixtures, probably will have to satisfy the creditors. So far as known the heaviest loser is the Farmers Eltr. Co., of Cottonwood, Minn. This firm shipped to the company four cars of grain of a total value of about \$3,000. E. L. Welch & Co. bot the grain from the Scott company. Mr. Scott came to Minneapolis about the middle of last July and opened an office in the Corn Exchange. He was not a member of the Chamber of Commerce. He had applied for quarters in the Chamber of Commerce but was refused by the ass't sec'y.

MISSOURI.

Warrensburg, Mo.—The eltr. of Jesse Culp burned Sept. 15. Loss, \$20,000; insurance, \$8,000.

Concordia, Mo.—We contemplate erecting a cribbed eltr. and warehouse.—J. S. Klingenberg & Son.

Hamburg, Mo.—M. L. Castlio has removed from here to the state of Washington. H. J. Seib Grocery Co. contemplates rebuilding and putting in new machinery in its eltr.—H. J. Seib.

Bunceton, Mo.—W. E. Coleman, son of John Coleman, and J. W. Rutherford, of Brunswick, Mo., have bot the eltr. here of the senior Coleman. The new proprietors will take charge in Jan. 1910.

Rushville, Mo.—The Lash Mill & Eltr. Co. incorporated with capital stock of \$4,000, held by Mrs. E. M. Lash, J. R. Steele and J. W. Broadus. All are residents of Rushville except Mr. Broadus of St. Joseph, Mo.

St. Joseph, Mo.—The A. J. Brunswick Grn. Co., incorporated for \$50,000, succeeded A. J. Brunswick; own and operate the Burlington Eltr. here, capacity 100,000 bus.; fully equipped and doing business.—A. J. Brunswick Grn. Co.

KANSAS CITY LETTER.

The wife of J. Sidney Smith died Tuesday, Sept. 14, funeral the following Thursday.

The J. Rosenbaum Grain Co. will operate the Rock Island Eltr. as an oat house. A bleacher is being installed.

McCotter & Sloan, southwestern managers of the Grain Dealers National Mutual Fire Ins. Co., have removed their offices from the Board of Trade to the New York Life bldg.

Amos Martin, a grain dealer of this city, has been sued for \$30,000 damages by Emma M. Sanders who alleges Martin's motor car knocked her down, fractured her skull and internally injured her.

H. F. Spencer recently was admitted to membership in the Kansas City Board of Trade and the memberships of Geo. A. Adams and C. M. Boynton have been sold.—E. D. Bigelow, sec'y.

Attorney General Major, from his office at Jefferson City, has directed the Jackson county prosecuting attorney to institute proceedings against members of the Kansas City Board of Trade to en-

force compliance with the new statute prohibiting deductions being made for dirt in cars of grain. It is the custom here to deduct 100 lbs. The Kansas City Board of Trade contends that the law is invalid and is prepared to resist prosecutions by a writ of habeas corpus for the release of persons arrested. It will be a year before the stamp tax case of the Board of Trade is decided in the supreme court. At the same rate a decision on the weighing law should be had by the early months of 1911.

R. J. House, the Kansas City Board of Trade man who is to be arrested for violating the Missouri anti-grain-dockage law, looks forward to the experience with compliance. He and other members of the exchange think it will be an easy matter to defeat the law on the ground of its unconstitutionality. Through the vicarious submission of Amos Martin to arrest several months ago, the Kansas anti-dockage law was knocked out, and the right of grain buyers in that state to deduct 100 lbs. per car for dirt was established. As an argument in favor of the 100-lb dockage, a member of the Board of Trade recently exhibited a sample from a car of barley. The sample contained fully 2 per cent of weed seeds.—Drovers Telegram.

ST. LOUIS LETTER.

The stock of the Pendleton Grain Co. has been increased from \$35,000 to \$40,000.

St. Louis, Mo.—Four men charged in grand jury indictments with "keeping and maintaining bucket shops" were arrested here Sept. 22 and a fifth, Frank J. Miner, made his appearance voluntarily before Judge Grimm to give bond. The men arrested were Geo. L. Harris and Chas. P. Lightner of Harris & Lightner, brokers; Antonio J. Chenier and William F. Ryan.

The Merchants Exchange has extended an invitation to all grain and eltr. men to come to St. Louis during the week of Oct. 4-9 and if names are sent in advance the exchange promises to issue visitors' tickets to the floor, good for 6 days. All who have ever lived in St. Louis are especially urged to come and take part in the centennial celebration of the incorporation of the city.

John Dower, supervisor of the department of weights of the Merchants' Exchange, reports that during the month of August the following bad-order cars were found at the different eltrs., track scales, and hold tracks: leaking grain door, 1,022; leaking over grain door, 43; leaking boxes, 3,414; leaking end windows, 145; cars not sealed, 755; end windows not sealed, 410; end windows open, 186 cars.

Since Sept. 1 the following new members have been admitted to the Merchants Exchange: John H. Lloyd, C. O. Matheny & Co., Springfield, Ill.; Douglas Halliday, H. L. Halliday Mfg. Co., Cairo, Ill.; W. D. Judd, St. Louis; Chas. W. Baum, Security Warehouse & Eltr. Co., St. Louis; and James Gillis, Gillis Bros., St. Louis. The memberships of E. G. Hofman, C. W. Lonsdale and Thos. F. Shea have been transferred or sold during the same period and the following persons have applied for membership in the exchange: Chas. P. Cummings, Cochrane Grn. Co., St. Louis; Frank B. Godfrey, Home Grn. Co., Kansas City; and Lyman R. Bowman, Scott Co. Mfg. Co., Sikeston, Mo.—Geo. H. Morgan, sec'y.

Central B eltr., as the result of a recent arrangement, will be operated henceforth by the Kehlour Flour Mills Co. The eltr. is the property of the heirs of J. B. M. Kehlour, but in the future it will come under the management of the Kehlour mills in East St. Louis, Ill.

The curtains recently put up over the west windows of the Merchants Exchange, to shut off alleged stealing of market quotations by bucket-shop operators, have become the source of complaint on the part of sellers and buyers of sample wheat in the Exchange. It is said that the light now is so poor that those negotiating sales have to carry the samples to the south windows. As the irregular institutions continue to post the market quotations on their blackboards it appears they are secured by some other means than was at first supposed.

MONTANA.

Benchland sta., Windham p. o., Mont.—The Ontario Eltr. Co. will build an eltr. here.

Miles City, Mont.—The Farmers Society of Equity is planning to build an eltr.

Wibaux, Mont.—Wibaux Eltr. Co. incorporated by E. E. Jordan and others; capital, \$5,000.

Wibaux, Mont.—The Wibaux Grain Co. that has leased the eltr. of the Minn. & Western Grain Co., has appointed A. E. Jeffers, a former mgr. for the Minn. & W. Co., buyer for the coming year.

Miles City, Mont.—D. L. Lytle, who has a string of eltrs. in North Dakota, is having one built here with a capacity of 25 cars, and a warehouse adjoining to hold 10 cars. He does not expect any grain here at present, but is preparing for the future.

NEBRASKA.

Omaha, Neb.—Merriam & Holmquist will install 2 Hall Signaling Grain Distributors.

Belgrade, Neb.—Haas-Hord Cattle Co. has purchased a Hall Signaling Grain Distributor.

Enola, Neb.—Paul Renner and W. W. Stork have bot the eltr. of Thos. J. Malone & Son.

Sweetwater, Neb.—The Ravenna Mills are building another storage eltr. here; capacity, 15,000 bus.

Silver Creek, Neb.—I have succeeded F. E. Layton as mgr. for the Omaha Eltr. Co. at this station.—Percy Reed.

Ord, Neb.—Joseph Cink, formerly buyer for the Edholm Grain Co., has succeeded O. B. Mutter as agt. here for the Schaaf Grain Co.

Powel, Neb.—The Ewart Grain Co. has bot the eltr. that belonged to the estate of J. H. Gregg, which was closed two months ago, and has opened it for business.

Wymore, Neb.—The eltr. of the Central Granaries Co. was destroyed by fire Sept. 15 with 3,000 bus. of wheat and corn. Loss \$10,000, partly covered by insurance.

Rosalie, Neb.—King & Truax had the lumber and machinery on the ground here for a new eltr., but they will not build, as they have bot and are now operating the eltr. formerly owned and operated by the Nebraska Improvement Co.—M. S. Osborne, agt. Holmquist Grain & Lbr. Co.

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Rosalie, Neb.—M. H. Osborne, former agt. for the Sioux City Grain & Lbr. Co., has been retained by the Holmquist Grain & Lbr. Co., which recently bot that company's eltr.

Omaha, Neb.—E. B. Weekes and C. L. Weekes, formerly of the Weekes Grain & Live Stock Co., have formed the Empire Grain Co. to do a receiving and shipping business, with offices in the Brandeis bldg. The company has begun business and holds membership in the Grain Exchange.

Omaha, Neb.—New members added to the Omaha Grain Exchange since Sept. 1 include the following: R. S. Kerr, W. H. Chambers, E. R. Beem, Frank Taylor, J. F. Westrand; memberships sold: J. A. Ellis and E. G. Hudnall; applicant for membership: W. A. Lamson, Chicago.—F. P. Manchester, sec'y.

NEW ENGLAND.

Worcester, Mass.—Worcester Hay & Grain Co. incorporated; capital, \$15,000; Thomas R. Kirkpatrick, pres.; Harry V. Prentice, treas., and J. Clark, Jr., clerk.

Brooks, Me.—Brooks Grain Co. incorporated for \$10,000 to deal in grain, flour and meal; incorporators, W. B. Swan and E. Sibley of Belfast and A. E. Chase of Brooks.

New London, Conn.—The Sag Harbor Grn. Co. of New London has been incorporated by E. E. Rogers, C. K. Palmer and W. J. Walden of New London and C. W. Gildersleeve of Mystic, Conn.

Rockville, Conn.—The grain eltr. recently installed by Edw. White has 11 large bins on the top floor, with a total capacity of 25 car loads. On the lower floor are feed and flour grinders and corn cleaners and crackers.

Middletown, Conn.—By the death of Governor Lilley, Frank B. Weeks, for years a member of the milling and grain firm of Cole & Weeks, has become governor of Connecticut, having been elected lieutenant governor last November.

Boston, Mass.—Horace D. Webster purchased the property of the insolvent Marshall Hay & Grain Co. for \$4,550 at mortgagee's sale, Aug. 19. Mr. Webster is a partner of Arthur K. Tapper, the trustee in the bankruptcy proceedings of the Marshall Hay & Grain Co., and had taken a mortgage on its property when the firm went into bankruptcy. Louis Canner, mgr. of the company, is now under arrest charged with concealing assets.

Poultney, Vt.—Suit has been brot against E. M. Bixby, a grain merchant, for \$5,000 damages for injuries sustained by Geo. E. Marshall, aged 13, by falling into a hole in the floor of the mill, Jan. 27, when he went there to buy grain. It is claimed that the hole in the floor, near which a grinding machine is located, was not properly guarded, so the boy, blinded by chaff, did not notice it, fell in, was caught in the machinery and seriously cut and bruised.

Boston, Mass.—It was unanimously voted at a meeting of millers and grain dealers from all over New England, held Sept. 17, at the Boston Chamber of Commerce, to make representations before the interstate commerce commission to block the recent circular which practically prohibits the milling, mixing and storing of grain in transit from western points to the east. If carried out, they believe, it would result in the loss to New England of no less than \$50,000,000 worth of business annually and constitute practical confiscation of plants in this section worth

over \$2,000,000, besides ruining the business of a multitude of small dealers and enhancing the price of the product to the consumer. A committee was appointed with full power to act for the millers and dealers of New England and to co-operate with the Boston Chamber of Commerce for that purpose.

NEW JERSEY.

Jersey City, N. J.—Schlossberg Bros. incorporated to deal in grain and hay; capital, \$20,000; incorporators, Samuel and J. R. Schlossberg of Jersey City and Michael Levin of Norwich, Conn.

NEW MEXICO.

Espanola, N. M.—The Espanola Milling & Eltr. Co. incorporated by Geo. W. Bond of Trinidad, Colo., Franklin Bond and others of Espanola; capital stock, \$20,000.

NEW YORK.

New York, N. Y.—The William E. Johnson Co. incorporated to deal in grain, hay, straw and feed; capital, \$10,000; incorporators, Robt. F. Crossen, Wm. E. Johnson and Jean A. Getelson.

BUFFALO LETTER.

The Husted Milling Co. has just installed five 3-bu. Sonander Bagging Scales.

P. G. Cook, sec'y of the Elevating Ass'n, who was injured some time ago, is not out yet.

The new Washburn-Crosby flour mill is about to begin operation. The machinery is going into the mill eltr., so that it can be filled up with wheat before the lakes close.

O. A. Bruso of Rubins & Bruso seems to be the whole thing in his ward, for when he was renominated for alderman the other day by his party the other party endorsed the nomination.

Specialty feed dealers are taking space in the Manufacturers' Club Exposition, which will be held Oct. 6-16. Some of them made a fine showing last year and there is prospect of a much finer display now.

State wheat farmers are not satisfied with the price of that grain and as they have money they are holding it back, hoping that the price will run up later as it did last year. The crop is excellent, but not very large.

The western corn farmers are finding themselves obliged to turn out their old crop to make room for the new. The last daily report of receipts for inspection ran up to 64 cars. The grade is very high. Corn is coming by lake at a much faster rate than formerly also.

The wheat situation is very much mixed. Western winter wheat is so high that millers are afraid of it and when they buy northwestern spring wheat the dealers in Duluth hang off about the delivery. Buffalo millers have a pleasant way of buying the bulk of their wheat in the west, which makes the home dealers feel fine.

The grain trade by lake is just setting in. The port is still 4,000,000 bu. behind last year in eltr. receipts, but the receipts for the week ending on the 18th were 3,400,000 bu., barely for the first time making a good showing. The low canal rate, only 3½¢ on wheat to New York, ought to attract much business here as soon as it is to be had.

The flood of oats that has been coming in by rail ever since the crop was ready has dropped off of late, a late day's receipts for inspection being only 20 cars. The grade is good.

Western New York is not doing as much in corn raising as it used to, but it can be proven that poor farming is the reason. W. J. Sandrock, a Buffalo insurance man, who lives on his farm 20 miles south of the city, has a 15-acre piece of corn of Nebraska seed, which people acquainted with the west say will yield with the best piece to be found in that state.

Edward W. Eames, one of the most sterling members of the Buffalo grain trade in former years, died on Sept. 16th at the age of 70. He was ill but an hour or two and had been to his office as usual the day before, the cause of death being apoplexy. He was a man possessed of much more than usual business sagacity. His specialty in grain was wheat. He built the Electric Eltr. and for some years conducted it in the interest of his own grain trade and that of Kneeland & Co. of New York. Later, when he grew tired of the routine, the entire business was turned over to H. T. Kneeland, Jr.

The barley trade is turning active again and dealers are predicting that the city maltsters will do as much business this season as usual. One of them said last week that the return to prosperity and the natural increase would quite offset the prohibition influence. He added that barley was a great surprise. It is coming in very badly colored and looks as if at least 75 per cent would have to go for feed, but on testing it the maltsters find that it will malt well, almost the whole of it. The turn in the grain trade is keeping barley out of the oats.

No move is made to give relief to New York in the matter of grain rates, and with a big car shortage already in sight none will be given. A sign of relief in the rather near future comes in the form of a new fleet of canal boats that is going into the water from the yard in Tonawanda. They are called barges and will carry 400 tons instead of the 250 tons of the old size. They will be operated for grain and will be loaded as heavily as the present canal depth will permit, being ready to take advantage of the new canal just as soon as it is done. Let western grain shippers and New York be patient. They will get there in good time and the barge canal will do it.—J. C.

NORTH DAKOTA.

Balfour, N. D.—E. W. Meinhardt is building a 30,000-bu eltr.

Argusville, N. D.—W. Veitch has installed a new engine in his eltr.

Souris, N. D.—The Anchor Grain Co. is building an addition to its eltr.

Newburg, N. D.—The Farmers Eltr. Co. incorporated; capital stock, \$8,000.

Crosby, N. D.—An addition will be built to the eltr. of the Homestead Eltr. Co.

Linton, N. D.—F. R. Schilling of Herreid, S. D., has bot the eltr. here of John Hagg.

Lansford, N. D.—F. A. Leavitt has taken charge of the eltr. of McCabe Bros. and will move his family in from the farm.

Omamee, N. D.—The eltr. of the Northland Eltr. Co., wrecked by a storm in July, has been rebuilt and is ready for business.

Sterling, N. D.—F. R. Engelhart has taken charge of the eltr. of the Powers Eltr. Co.

Adams, N. D.—H. E. Braum has sold his eltr. to Mr. Donovan, formerly of Oshtabrock.

Hankinson, N. D.—Since Sept. 15 the eltrs. here have discontinued purchasing on Sundays.

Deep, N. D.—Wm. Browne of Deering is the agt. for the Acme Eltr. Co. at its new eltr.

Nicholson, N. D.—Frank Moore of Cayuga is the new grain buyer for the Atlantic Eltr. Co.

Wolford, N. D.—Percy Freeman of Sisseton, S. D., is the new grain buyer at the eltr. of the Duluth Eltr. Co.

Havana, N. D.—The Havana Eltr. Co., that bot the eltr. of the Cargill Eltr. Co., has been incorporated for \$25,000.

Driscoll, N. D.—Oscar Simonson of Sterling will be the mgr. for the recently incorporated Equity Grain & Merc. Co.

Mantador, N. D.—The Atlantic Eltr. Co. will not open its house here this season.—W. T. Benz, agt. Osborne-McMillan Eltr. Co.

Gascovne, N. D.—The Geo. C. Bagley Eltr. Co. is building an eltr. here.—T. F. Batterbury, agt. Columbia Eltr. Co., Hettinger, N. D.

Dawson, N. D.—Farmers Eltr. Co. incorporated by E. L. Bunker, Henry Albrecht, Edgar Bon and others; capital stock, \$10,000.

Jud, N. D.—County Commissioner F. E. Steele and his brother, V. W. Steele, have bot the eltr. and residence property of E. C. Rector.

Pleasant Lake, N. D.—Farmers Eltr. Co. incorporated by Fred Heising, John Page, Lester C. Bullock and others; capital stock, \$7,000.

Perth, N. D.—Farmers Eltr. Co. of Perth incorporated by D. S. Luckett, D. B. Scoles, G. S. Kissel and others; capital stock, \$5,200.

Edgeley, N. D.—The Edgeley Farmers Eltr. Co. incorporated by W. H. Coffell, Charles Ralph, C. H. Sheils and others; capital stock, \$7,000.

Bantry, N. D.—The eltr. of the A. N. Cook Eltr. Co. has been purchased by an independent company and will be managed by Mr. Harris from Minneapolis.

Hope, N. D.—Hope Farmers Grain Co. incorporated by John J. Wamberg and R. S. Hurst of Hope, J. C. Miller of Page and others; capital stock, \$15,000.

Crocus, N. D.—Jules Beaudoin has been transferred from Rolla to the eltr. of the National Eltr. Co. at this station, since the company's house at that point was sold to farmers.

Wilton, N. D.—We have made several improvements about our plant here, chief of which is a new 1,500-bu. automatic, continuous weighing scale for weighing to the cars.—H. Edgerton, mgr. Wilton Eltr. Co.

Rolla, N. D.—The newly organized Farmers Elevator Co., that bot the eltr. of the National Eltr. Co., has been incorporated by G. F. Galloway, John A. Wayne, John Munro and others; capital stock, \$10,000.

Bucyrus, N. D.—The Columbia Eltr. Co. has just completed a new eltr. and that under construction for the Empire Eltr. Co. will be completed by Oct. 1.—T. F. Batterbury, agt. Columbia Eltr. Co., Hettinger, N. D.

Pingree, N. D.—Thomas Price has resigned as mgr. of the Pingree Grain & Supply Co. A new mgr. will not be elected immediately. The management will remain temporarily in the hands of the pres. and the sec'y.

Crosby, N. D.—Farmers Co-op. Eltr. & Trading Co. incorporated by Christ. Simingson, E. O. Halvorsen, John Porath, sec'y., and others; capital stock, \$20,000. The company has let the contract for a 35,000-bu. eltr.

Leonard, N. D.—George Elliott has been elected mgr. of the eltr. of the Farmers Eltr. Co. He was both a director and sec'y of the company. Hugo Frey was elected sec'y in his place and Theodore Torgeson director.

Ambrose, N. D.—The recently organized Farmers Co-op. Eltr. & Trading Co., that bot the eltr. of the Homestead Eltr. Co., has been incorporated by Louis Sogge, Ralph Hendron, H. W. Reide and others; capital stock, \$50,000.

Greene sta., Mapleton p. o., N. D.—Herbert Hemkins, for some years a grain buyer at Grano and Chola, has been engaged by the Mouse River Farmers Co-op. Eltr. Co. to buy grain on track, pending the erection of their 30,000-bu. eltr. here.

Lankin, N. D.—The Spaulding Eltr. Co. of Warren, Minn., has bot the eltrs. of E. C. Philbrook here and at Loma and Fairdale. The new owner will employ Jerome Ruzicka as mgr. of the eltr. here. Mr. Philbrook's retirement from the grain trade of this vicinity means his removal from Lankin.

Greenfield sta., Weible p. o., N. D.—A. J. Thompson of Titusville, Pa., has bot the farm eltr. and farm of J. S. Weible and will have them both operated under his own name. The eltr. was repaired this fall and is now being loaded; new footing and sills were put under. I did the work. Will also cover roof with corrugated steel.—Hans P. Peihl, supt. A. J. Thompson Farm.

Hamilton, N. D.—J. T. O'Brien, who had charge of the eltr. of the St. Anthony & Dak. Eltr. Co. here last year, is with the Empire Eltr. Co. at Esterhazy, Man., this year. John Rock, a former local agt. for the Northwestern Eltr. Co., and Arch. F. Allen, agt. for the National Eltr. Co. before it closed its house here, are trying to buy on the track at this point.—E. J. Willson, agt. McCabe Bros.

Colgate, N. D.—The Colgate Farmers Eltr. Co. has been granted a new trial in the suit brot by the guardian of Ray Umsted to recover damages for injury sustained by the operation of a home-made car puller. The lower court had given judgment for plaintiff, but the supreme court reversed this decision on the ground that the defendant's negligence should have been considered by the jury. The car puller was a cylinder made out of 4x6 about 3 ft. long and round in the middle. It was put on the main shaft. A rope was run from the car along the track to a pulley and then at right angles to the puller, around which the rope was tightened by drawing the slack tight by hand. H. B. Borneman, mgr., had been away and on his return told Umsted to take off the device, but Umsted wished to give it a trial, with the result that he had his ankle caught in the slack of the rope.

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OHIO.

Bellevue, O.—Geo. T. Coates will build an eltr. here.

Fremont, O.—Geo. E. Sommers will build a 15,000-bu. fireproof eltr.

Mt. Sterling, O.—The Mt. Sterling Eltr. Co. incorporated by A. R. Eesby and others; \$15,000.

Broadway, O.—We expect to enlarge the capacity of our eltr. next year.—Sanaft & Sanderson.

Chillicothe, O.—The Marfield mill is still closed down.—Wilby G. Hyde, trustee, Marfield Milling Co.

Upper Sandusky, O.—I have bot the eltr. and coal business of L. B. Einsel and take immediate possession.—H. A. Myers.

Cincinnati, O.—Owen Evans, Henry A. Wess and Frank J. Dorger have been admitted to membership in the Chamber of Commerce.

Belmore, O.—G. O. Cruikshank has sold his eltr. at this point to Ringline Bros. of Leipsic, O., possession given March 1.—G. O. Cruikshank, Leipsic, O.

Toledo, O.—Wm. F. Hodge, said to be connected with one of the eltr. companies, was found dead in the water after having taken a boat to cross the Maumee river.

Toledo, O.—An extensive display of cereals and farm products grown in Canada, from Labrador to British Columbia, was exhibited by the Canadian government at the Toledo Tri-State fair.

Vernon sta., Shelby p. o., O.—A. W. Douglas has formed a partnership with his brother-in-law, Mr. Tracht, of this place and they will erect an eltr. on a site purchased by them a few days ago.

Cincinnati, O.—The eltr. of the Early & Daniel Co. was burned Sept. 5 with a loss of \$15,000. It is unlikely that the house will be rebuilt on the old site, as the city has condemned the ground for park purposes.

Jenera, O.—The A. G. Harmon Coal Co., Chicago, is selling coal to the farmers direct, having recently set a car in here, also Kifer of Findlay, O., a jobber in coal, is selling direct to the farmers, and has delivered a car here.—Risser & Good.

Cleveland, O.—We have decided that better results can be obtained by consolidating our offices and with that end in view we will close our Cleveland office Oct. 1 and concentrate all our efforts at Buffalo.—The Townsend-Ward Co., A. T. Ward, mgr.

Columbus, O.—Edward R. Woodrow, a member of the firm of Scott & Woodrow, wholesale grain dealers, died at his home in this city Sept. 9. Mr. Woodrow was 63 years old and a veteran of the Civil war. He had been a resident of Columbus 23 years.

Columbus, O.—No doubt the fall meeting of the Ohio Grain Dealers Ass'n will be held at the Chittenden hotel some time during the last week in October; it depends altogether on the prospect for the movement of new corn.—J. W. McCord, sec'y.

Toledo, O.—Crumbaugh & Kuehn have organized their business into a stock company under the name of Crumbaugh & Kuehn Co., capital \$15,000, and have admitted as stockholders William Hadnett, who formerly was an assistant seed inspector, and Frank Moorman, formerly with Geo. B. McCabe. The principals have been in business here 36 years.

Cincinnati, O.—Justice Myers has overruled a motion to dismiss Henry J. Good of the Consolidated Hay & Grain Co. charged by Holmes Bros. of Portland, Ind., with the embezzlement of a carload of hay. The defense set up the claim that the company and not Good was responsible. The justice held, however, that while such would be the case if "nonfeasance," or the omission of a duty were charged, this would not apply where "malfeasance," or a wrongful act, were alleged.

Cincinnati, O.—So much friction developed from the contemplated new weighing rules that Pres. Roth and the directors of the Chamber of Commerce receded, and Mr. Roth on Sept. 14 issued an order to Chief Weigher Wm. McAllister not to put the revised rules into effect Sept. 15, the change in the system being thus indefinitely postponed. The proposed rules were so obnoxious to the grain trade that preliminary arrangements had been made to organize a new "Corn Exchange." The grain trade and the railroads desire the control of the weighing bureau to remain with the standard weighing committee of the Chamber of Commerce; whereas the revised rules place the control of the personnel in the directors of the Chamber. Chas. S. Maguire says: "This nagging of our trade has reached the stage where we can't stand it any longer. People outside of our business are trying to run it for us. Our trade meets, just like any trade has a right to do, and discusses trade matters. Yet when we take our resolutions and recommendations to the board and to those in authority they cast them aside, and do just what we don't want them to do. When the matter of the appointment of a grain inspector was up the trade signed a petition indorsing a man. That petition was cast aside and another man appointed. Recently the hay trade, in a meeting in which every Cincinnati house was represented, met and passed a resolution asking that the hay inspector be not sent into the country to make inspections, as he is needed here. That, too, was ignored, and the opposite course taken. Now the trade protests against rules for the weighing bureau, and it is ignored, and rules repugnant to the trade are adopted."

OKLAHOMA.

Warner, Okla.—The eltr. of the New State Mill & Eltr. Co. burned Sept. 13; loss, \$6,000, with \$2,500 insurance.

Pauls Valley, Okla.—Mitchell Grain Co. incorporated by R. L. Mitchell, J. F. Ammonette and R. L. Sottle; capital stock, \$5,000.

Lahoma, Okla.—J. E. McChristie of the Enid Eltr. Co. has bot the Home Grain Eltr. here. The company will buy grain for its mill at Enid.

Weatherford, Okla.—The Wirt & Lyons Grain Co. has opened its eltr. with myself as mgr. We are thinking of building a concrete eltr.—R. G. Quehl.

Tishomingo, Okla.—A charter has been issued to the Tishomingo Eltr. Co. with capital stock of \$5,000. Incorporators: T. C. Ware, J. W. Chapman, C. W. Brown, G. W. Dudley and J. H. Johnson, all of Tishomingo.

Frederick, Okla.—The Cox Grain Co. is attempting a scoop-shovel business; and the Frederick Co-operative Co. is not doing business. The regular dealers are Rinkle & Alexander, A. D. Winsor, and Houston Grain Co.

Muskogee, Okla.—The Texas demand for Oklahoma prairie hay is very great.—H. Waldo.

Watonga, Okla.—The R. E. Robey Grain Co. has bot the eltr. of the Home Grain Co. Marshall Bros. have remodeled their eltr. here and have added a warehouse.—S.

OREGON.

Portland, Ore.—J. B. Wilcox, pres. of the Portland Flouring Mill Co., has announced that the mill which was burned Sept. 15 will be replaced by a larger and more modern plant. Loss about \$425,000, insurance \$237,500.

Portland, Ore.—The Globe Grain & Milling Co., operating a line of flour mills in San Francisco, Los Angeles and other California points, has leased the old Southern Pacific docks in this city and will expend about \$4,000 in putting them in repair for handling grain for shipment from this port. W. R. Bagot, local representative of the company, states that no new warehouses or docks will be built by the company.

PENNSYLVANIA.

Pittsburg, Pa.—E. B. Saylor, formerly local sup't of the Western Union Telegraph Co., W. H. Smith, a furnisher of stock quotations, and W. H. Thompson, an electrician, were acquitted of the charge of conspiracy in connection with the wire tapping scandal prosecuted by the Chicago Board of Trade.

PHILADELPHIA LETTER.

The eltrs. along the Delaware river are empty of wheat and corn.

The oat market here is said to be glutted with consignment stock which is being pushed for sale at the best prices obtainable.

John F. Courcier, sec'y of the Grain Dealers Nat'l Ass'n, has been here interesting the grain men in the coming convention at Indianapolis.

The new members of the Commercial Exchange are Samuel J. Mitchell, representing the Eagle Roller Mill, and Henry J. Beaton, doing a grain, feed and hay business here.

Samuel E. Layer of Berlin, N. J., has been exhibiting hereabouts a mammoth corn stalk which he recently cut, standing full sixteen feet high, and he wants to know, Who can beat it?

New hay and straw which has been advancing sharply for the past two weeks has reached the topmost notch, and when the west is fully heard from and the crop starts moving, a reaction may occur.

Private interests are to expend \$3,000,000 in river and harbor improvements here and the Phila and Reading Railway and the Pennsylvania R. R. will enlarge and modernize their terminal facilities.

Owing to the continued warm weather and the predominance of high grade Panama "tiles," the destruction of straw hats was postponed until the 25th. It was a ten days' armistice of the A. O. of B. J's.

There has been some "kicking" about the new tariff of grain commissions adopted by the Commercial Exchange, and after a petition being presented to the board of directors, a special committee was named to adjust matters and make report on same, consisting of S. C. Woolman, E. L. Rogers, W. M. Richardson, S. J. Clevinger and J. B. Pultz.—S. R. E.

SOUTH DAKOTA.

Toronto, S. D.—H. O. Wohler has succeeded G. A. Lovre as mgr. of the Farmers Eltr. Co.

Lennox, S. D.—Nels Everson has been elected mgr. of the newly organized Farmers Eltr. Co.

Elrod, S. D.—I retired from the grain business last spring.—E. J. Heiser, formerly mgr. W. L. Thompson.

Sherman, S. D.—Peter Vonderberg is agent for the Thorpe Eltr. Co. at this place.—C. H. Hanson, agt. Duluth Eltr. Co.

Watertown, S. D.—The firm of Strohm & Watts of this place has been dissolved and the office closed.—J. W. Strohm, Tracy, Minn.

Willow Lakes, S. D.—I have entered the employ of W. T. Purdie, at this place.—E. C. Bender, former agt. Cargill Eltr. Co., Bancroft, S. D.

St. Onge, S. D.—An addition to the eltr. here, in which Thompson & Mitchell of Whitewood, S. D., recently bot an interest, is being built.

Whitewood, S. D.—Thompson & Mitchell have bot the interest of J. C. Headlee in the eltr. here and are building an addition to the house.

Ortley, S. D.—Long Bros., who own one eltr. here, have bot the eltr. of the Reliance Eltr. Co. Their other house is full. They will run both houses thruout the season.

Vermilion, S. D.—The new eltr. of the Farmers Eltr. Co., replacing the one destroyed by fire several months ago, is completed and grain is being received. The eltr. is well equipped. The officers of the company are: Pres., T. O. Ellison; vice-president, Geo. Spark; sec'y, Jasper Hixson.

SOUTHEAST.

Hickory, N. C.—Marion Provision Co. incorporated with \$100,000 capital stock by P. G. Kiser, Hickory; J. K. Williams and Eugene Morrison, Statesville, N. C.

Richmond, Va.—The recent arrest of James Robinson, a colored driver for Alvey Bros., grain dealers, for substituting rock in grain deliveries, was followed by the arrest of Edward Alvey as principal in the alleged theft and his subsequent acquittal.

Newport News, Va.—W. S. Upshur, former local agt. for the Chesapeake & Ohio Grn. Eltr. Co., has been promoted to the position of Ass't Gen. Freight Agt. C. & O. Ry. Co. with headquarters at Richmond, Va. I have succeeded to his work here.—J. H. Graves.

TENNESSEE.

Rogana sta., Bethpage p. o., Tenn.—E. S. Payne has bot the only eltr. here and will equip it with new machinery.

Ashwood, Tenn.—F. F. Clawson is preparing to build an eltr. and warehouse for storing wheat and potatoes. Eltr. will cost \$15,000 and will have capacity of 25,000 bus. wheat and 50,000 bus. potatoes.

Nashville, Tenn.—C. A. Harrison and I. T. Rhea, two well known grain men, have leased the plant of the Ryman Warehouse & Eltr. Co. here and will take charge Oct. 1. Mr. Harrison who will assume the management of the eltr., will give up his present position as chief weighmaster for the Nashville Grain Exchange. Mr. Rhea will continue his present grain business.

Nashville, Tenn.—The death of Bruce Douglas, of the firm of Douglas Bros., occurred here a few days ago. Mr. Douglas was well known in this section as a veteran grain dealer. He is survived by his wife, two children and a brother, Byrd Douglas of Douglas Bros.

Union City, Tenn.—At a meeting of the principal creditors of the Hardy Grain Co., which recently made an assignment, following the tragic death of George Hardy, a plan was devised for the continuance of the business under the direction of Sid Dodd of Hickman, Ky. It is the intention of the principal creditors to buy the eltr., mill and other property of the Hardy Grain Co.

Memphis, Tenn.—The West Tennessee Grain Co. of Kenton, Tenn., will remove to this city about the first of the year, a ten year lease having been taken on the property formerly occupied by the Phoenix Cotton Oil Co. An eltr., a mill and drying plant, all of which will cost about \$30,000, will be erected by the company. Construction will begin at once. E. W. Parks is pres. of the company and J. N. Moore sec'y and treas. It is expected that the company, thru the establishment of buying agencies, will divert a great part of the local corn crop that heretofore has gone elsewhere, to this market.

TEXAS.

Terrell, Tex.—The Terrell Grain and Eltr. Co. has been reorganized with John T. Richards mgr.

Honey Grove, Tex.—We are just completing a fine eltr. plant in this city, being built by J. A. Horn of Oklahoma City, Okla. We have installed two No. 3 Marseilles Shellers, rope transmission.—Fannin Mill & Eltr. Co., L. C. La Master, pres.

Rosenberg, Tex.—There is no grain eltr. here, but finest opening in the state for one. I have just completed a warehouse, 60x80, 16 ft. walls, and will install grist and chop mill and corn sheller next season. Did not get building up in time for this season's crop.—N. P. Teague.

WASHINGTON.

Colfax, Wash.—The Johnson Warehouse Co. has been incorporated.

Waterville, Wash.—The Columbia Grain Co. has moved its warehouse from the tramway to Douglas. Buyers have been taken from the river points and stationed at various points on the railway.

Pullman, Wash.—Seymour Manning of Colfax, Wash., general mgr. for the Northwestern Warehouse Co. in the Palouse district, has opened headquarters here for buying grain and has appointed D. B. Putman local agt.

Walla Walla, Wash.—At a meeting of the railroad commissioners held Sept. 20 farmers from Whitman county, Walla Walla and the Big Bend country were in attendance and participated in a discussion relating to the standards of grain and hay. Several grain buyers also were present.

Dayton, Wash.—Warehouse records for the northwest were broken here a few days ago when a crew of 6 men employed in one of the warehouses of Charles J. Broughton received, weighed and piled 4,451 sacks of wheat and barley in 10 hours. James Bradford was receiver and E. W. Alcorn weighmaster of the crew.

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Odessa, Wash.—The Big Bend Grain Co. has completed its new warehouse at Nemo, a siding on the Gt. Northern one mile and a half east of this city.

Garfield, Wash.—A "smut meeting" was held here a few days ago by farmers of the vicinity. The various methods employed in treating grain to prevent smut, with the results obtained, were discussed. It is now planned to form a "smut club" or "smut congress," the ultimate aim of which will be to reach a practical solution of the problem.

Seattle, Wash.—The Portland Flouring Mills, of Portland, Ore., have bot a site in this city upon which they will erect a flouring mill having a daily capacity of 1,500 bbls. Storage warehouses also will be built for the storage of from 150,000 to 200,000 bus. of wheat. Complete the plant will represent an expenditure of \$500,000.

Spokane, Wash.—The newly organized Falls City Eltr. Co. will have its headquarters in this city. Twelve warehouses located respectively at Govan, Almira, Davenport, Wilbur, Height, Hatton, Cunningham, Sprague, Thornton and Spangle, formerly controlled by the Farmers Grn. & Supply Co., will be absorbed by the new company. Many of the stockholders in the new concern were creditors of the old company. It is the purpose of the new company to operate the eltrs. and warehouses this fall to handle the trade on the Washington Central and Great Northern lines.

Olympia, Wash.—Grain rates on the Northern Pacific, except its Washington Central branch, were declared unreasonable, excessive and exorbitant by the state railroad commission in an order issued a few days ago directing that a rate not exceeding 87½ per cent of the rate charged by that road June 30, 1909, be hereafter in effect. The road is commanded to issue tariffs in accordance with this order. The hearing as to the Great Northern and the Washington Central branch of the Northern Pacific in this grain rate case has been continued. The order resulted from a complaint made to the commission several years ago by W. R. Cunningham of Ritzville, and hundreds of other grain growers of that section.

WISCONSIN.

Green Bay, Wis.—Prokopenitz Bros. are installing engine and machinery in their new eltr.

Washburn, Wis.—It is reported here that the Soo railway has leased the Washburn eltr. property from the Omaha road and that the house will be operated by the Soo company.

Marshfield, Wis.—H. Ebbe & Co., grain and produce merchants, have improved their warehouse by putting it on a concrete foundation. The whole of the lower floor will be used for flour and feed and the upper floor for grains.

Green Bay, Wis.—W. B. Guenzius, mgr. of the terminal eltr. of the W. W. Cargill Co. in this city, has retired from the grain business to give all his time to the Cargill Coal Co., of which he is vice-pres.

Superior, Wis.—The first grain was placed in the new concrete eltr. of the Great Northern railway here a few days ago. The capacity of the new house is 2,200,000 bus., making the total capacity of the Great Northern system 6,200,000 bus. Two hundred and eighty-eight cars of grain were unloaded from the Great

Northern eltr. in 13 hours, establishing one of the best records here. The cleaning machinery at the eltr. is now worked 23 hours a day.

Superior, Wis.—The Wisconsin Grain & Warehouse Commission has adopted another grade of spring wheat which went into effect Sept. 15. The new grade is known as North Dakota No. 1 hard wheat and the rule covering it is as follows: "North Dakota No. 1 hard wheat shall be sound, sweet, clean spring wheat comprised of not less than 75 per cent of the hard Scottish varieties and it shall not test less than 59 lbs. to the bu."

Reedsburg, Wis.—No new eltrs. to be built here; none to be repaired. Not a great many cars of grain shipped from this station, as it is largely a potato shipping point. J. H. Hastler has bot the interest of Mr. Harris, deceased, in the firm of Harris & Hastler, the firm name now being J. H. Hastler. This concern, with Hickey Bros. and J. H. Claridge, constitutes the firms buying here.—J. H. Claridge.

MILWAUKEE LETTER.

Memberships in the C. of C. are quoted at \$250 net to the buyer. Sales of several have been reported lately.

H. Jahns, Jr., Co. has removed its offices to 504 C. of C., together with the Goemann Grain Co., who are represented by the former company.

Eltr. "A" C. M. & St. P. road was closed down recently for a short time on account of a break in the machinery. It is now in full operation.

Wm. Bothe & Son, large dealers in wholesale feeds for many years past, have retired from business. Mr. Bothe has long been one of the familiar figures on the floor.

David C. Finnie, sales mgr. of the Daisy Roller Mills and Hecker Cereal Co. of this city, was elected a member of the Milwaukee Chamber of Commerce a few days ago.

A very good demand exists here for all kinds of wheat, No. 1 N., No. 2 N. and durum. Prices are right up compared with other markets with a good demand at outside prices.—P. P. Donahue.

Fire in a grain bin of Eltr. A. in the yards of the Milwaukee road kept several fire companies busy Sept. 15. The fire, which thru considerable effort, was confined to one bin, caused a loss of about \$1,000.

As part of a campaign by the U. S. Dept. of Agri. against the adulteration of food, 700 sacks of flour have been seized by U. S. Marshal H. A. Weil on the charge that the flour is bleached and injurious to health.

Farmers are holding their grain. Hardly enough coming here to put us on a shipping basis. Do not look for low prices this year. Think they are about right now. Our reports generally show a large crop and good quality of oats, about the same as last year.—Lyman-Smith Gr. Co.

The tendency to hold grain for higher prices has taken hold of both farmers and shippers, resulting in a restricted movement of grain to this market compared with previous years. Still there appears to be sufficient. Dealers figure that the stuff is in the country and will have to come sooner or later, so while present conditions are not up to the heavy "rush" standard an air of contentment pervades the situation.

An inventory of the estate of O. Z. Bartlett, deceased, has been filed with the register in probate, signed by Annie L. Bartlett, administratrix of the estate. The real estate consists of a homestead valued at \$30,000, personal property, \$21,025.16.

Application for membership in the C. of C. has been made by John D. McMillan, Henry W. Floss, W. S. Hyland and Geo. Brickbouer, M. D. The following have made application for transfer of memberships: H. J. Hollister, R. G. Butler, W. B. Guenzius, Ernest J. Franke and the estate of the late D. L. Prentice.

During State Fair week the Milwaukee road placed on its tracks in the central part of the city the exhibition car filled with fresh products from the grain and fruit sections of the two Dakotas, Montana, Idaho and Washington. The car was daily visited by scores of people and some very fine specimens of all kinds of grain were exhibited.

As was clearly shown by the absence of any delegates to the meeting of representatives of a number of grain exchanges held in Chicago recently, the Milwaukee C. of C. is not actively interested in the movement for a closer affiliation of such boards for the purpose of mutual benefit, to better regulate business, to watch legislation and perform other duties in protection of the business.

In a baseball game to decide the championship of the C. of C., the E. G. Hadden Co. team was defeated 9 to 0 by the Paine-Webber team last Saturday before a representative audience of C. of C. members, including Archie, who came out to see that no one got into the park without producing a bona-fide ticket. A beautiful banner, emblematic of the championship pennant, was awarded to the winners, but the young lady whose fingers deftly worked the banner escaped into the crowd ere her name could be learned. Miller for the winners twirled a masterful game, allowing but two hits.

Geo. A. Schroeder, mgr. of the Trans. Dept., has been notified by A. E. Halderman, agt. of the West. Ry. Weighing and Ins. Bureau, and in turn has notified members that any grain which one dealer turns over to another, or which may be sold to them outright and they in turn resell to a miller, malster or cleaner, still retains its transit or joint rate privilege as authorized in the published tariffs of the railroads. Some time ago Mr. Halderman gave notice that transit privileges would be granted on grain that was not sold direct by the receiver to the miller, malster or cleaner; but railroad officials have lately notified him to the above effect.

Corn market rather heavy, as farmers are disposed to market their surplus stocks of old, which apparently are adequate to the demand. Latter is nothing exorbitant on account of considerable old grade feedstuffs in the new crops. Evidently appears that the discount from the old into the new corn is going to be the smallest which the trade has ever experienced, not over 5 to 6c per bushel. With indications of considerable damage in the corn states, it looks as if the average price on the new crop will be higher than preceding years. Farmers are not disposed to sell oats at prevailing prices, marketing them very sparingly on the strength that the east will soon have to take on larger supplies. In this case prices are apt to be a little better.—Franke Grain Co.—Slits.

Patents Granted

Malt House. No. 933,165. (See cut.) John F. Dornfield, Chicago, Ill. The malt house comprises a dumping floor, an air tunnel below, a conveyor in the tunnel, and means in tunnel for directing the malt into the conveyor, a portion of the directing means being withdrawable out of operative position.

Bean Separator. No. 933,629. (See cut.) Clarence A. Croel, Ithaca, Mich. The machine comprises a supporting frame, belt supporting rolls revolvably mounted in the frame, an endless belt arranged around said rolls, a series of separating rolls arranged diagonally across the belt and mounted to engage it, a series of baffle strips arranged between the rolls and means whereby the beans are fed to the belt between the rolls.

Corn Sheller. No. 932,889. (See cut.) Louis J. McMillin, Indianapolis, Ind. This corn sheller comprises a grain sheller casing, a grain sheller revolvably mounted within said casing, a revolvable support for said grain sheller, a grain discharge means loosely mounted on said revolvable support and means operatively associated with said revolvable support and adapted to impart a reduced movement of rotation to said grain discharge means.

Machine for Measuring and Packaging Seeds. No. 934,118. Frederick W. Wild, Jr., Baltimore, Md., assignor to Burt Machine Co. The machine comprises a seed magazine, a funnel, and a rotary bucketed feed wheel adapted to elevate seed from the magazine and discharge it into the funnel, combined with a chute, a seed measuring cup with means whereby it is revolved in a horizontal plane and made to pass under the funnel to receive the seed and devices to invert the cup and thereby dump its contents into the chute.

Fodder Cutter. No. 933,901. (See cut.) John W. Halstead, Kansas City, Mo., assignor to The Wolf Co. The fodder cutter is the combination with a plurality of rotary saw cutters set at an angle to their axis of rotation, of a plurality of stationary bar cutters arranged parallel to the axis of rotation of the rotary saw cutters and co-operating therewith. The bar cutters are beveled at their inner edges to form a series of shear cutting edges which are arranged to point in a direction opposite that in which the teeth of the rotary saw cutters point.

Apparatus for Conditioning Grain. No. 934,026. Claude D. Stephens, Chicago. This apparatus is the combination with a treatment chamber, thru which grain is adapted to be passed, of a furnace and pipe for supplying sulphur dioxide fumes thereto, a steam pipe leading into the sulphur dioxide pipe, a second pipe for supplying steam thereto and a plurality of small cross pipes, each supplied with a valve.

Grain Bin. No. 933,617. (See cut.) Geo. M. Boll, Mount Hope, Kan. Combined with the wall of a grain bin having a doorway therein is an outer door frame and an inner door frame, both comprising angle irons secured by the same rivets to the outer and inner edges of the doorway, and an outer door adapted to close upon the outer frame, channel pieces secured to the lateral edges of the inner frame, and a plurality of door sections arranged in said channel pieces.

Malt Spreading Out Apparatus. No. 934,115. Gregor Weinbeer, Nuremberg, Germany. The apparatus is the combination with a frame adapted to be moved over a maiting floor, of a second frame vertically guided in the first and extending over the entire length of it; means for vertically adjusting the second frame, endless chains located in the second frame in vertical planes at right angles to the direction in which the frame moves, the lower parts of the endless chains being parallel to the maiting floor; means for simultaneously moving the frame and chains, and ladles connected with chains while interlocking one another, each ladle being disposed transversely and having a vertical central rib which extends to the next ladle.

A decision was handed down in the Supreme court at Brooklyn, Sept. 4, in a test case brot against the New York Stock Exchange by a member of the Consolidated Stock Exchange, which upheld the recent ruling of the larger institution not to permit its members to do business in any way with or for members of the smaller exchange.

A new departure in the rice industry will be undertaken by the McFaddin-Wiess-Kyle Rice Milling Co., of Beaumont, Tex. Rice will be exploited in a more comprehensive manner than ever before by the Beaumont concern, which expects to spend \$20,000 advertising the cereal thruout the United States. Unpolished rice will be put on the market packed in 1, 2 and 3-lb. packages, which will be supplied the retail trade and thru it to the consumer in the same condition it left the mills.

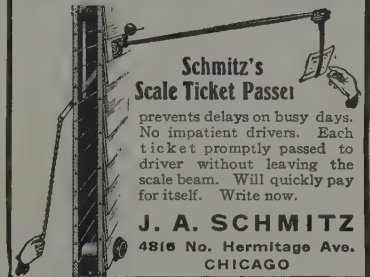
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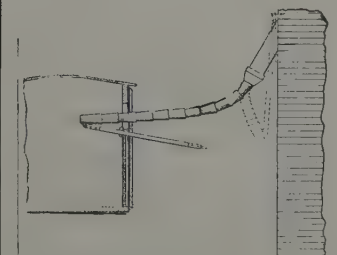
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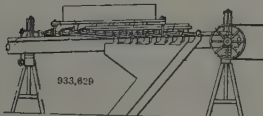
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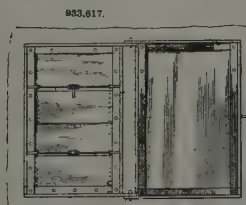
Stelter & Sweet, Rolfe, Iowa



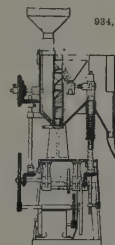
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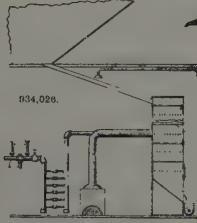
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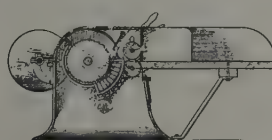
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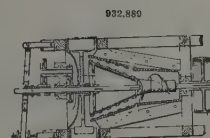
934,026



933,168



933,901



932,889

Supreme Court Decisions

Rush of Business no Defense for Carrier's Delay.—In a suit against carriers for delay in transporting wheat, defendants, having expressly contracted to transport without stipulating for exemption for delay caused by an extraordinary rush of business, cannot defend on that ground.—*Missouri, K. & T. Ry. Co. of Texas v. Stark Grain Co.* Court of Civil Appeals of Texas. 120 S. W. 1146.

Landlord's Lien and Bona Fide Purchase.—That one purchased the crop from the tenant or his renters for a valuable consideration and in good faith without intending to defraud the landlord, expressly reserving a lien on the crop for the rent as shown by the acknowledged and recorded lease, does not affect the right of the landlord to enforce his lien.—*Land v. Roby.* Court of Civil Appeals of Texas. 120 S. W. 1057.

Landlord's Lien.—Code 1896, § 2713, providing that when lands are cultivated by a subtenant, and process is sued out by the superior landlord to enforce his lien for rent, the crop of the tenant in chief must be exhausted before levy on the crop of the subtenant, has no application to an action against one in no wise a tenant of the premises for destruction of the landlord's lien.—*Baker v. Allen.* Supreme Court of Alabama. 49 South 847.

Fire from Railroad Engine.—Where a railroad company maintains a platform on its right of way for public use in loading and unloading its cars, and as a necessary incident to its use for that purpose more or less litter and refuse falls upon the ground, a shipper using the same and making no more than the usual amount of litter is under no duty to remove the same, and his failure to do so does not constitute contributory negligence, which will preclude him as a matter of law from recovering for a loss of property from a fire starting by an engine, but communicated to his property through such accumulated refuse.—*Erickson v. Pennsylvania R. Co.* U. S. Circuit Court of Appeals. 170 Fed. 572.

Advances on Bs/L.—A bank which advances money or credit for the purchase of goods for import, taking the Bs/L in its own name, becomes the legal owner of the goods, but its title is not an absolute but only a security title. If it permits the importer to take the goods on signing a trust receipt binding him to hold the same or their proceeds in trust, and subject to the order of the bank until its advances are paid, the transaction is not a conditional sale, but one for security only, and where the bank reclaims the property and sells it as authorized by the trust receipts, the debt is not thereby canceled, but the bank may recover any deficiency remaining.—*Charavay & Bodvin v. Y. S. Mfg. Co.* U. S. Circuit Court, Southern District, New York. 170 Fed. 819.

Proceeding to Enforce Interstate Commerce Act.—Two methods of procedure are prescribed for the recovery of damages for violation of the interstate commerce law: One by section 9, Act Feb. 4, 1887, c. 104, 24 Stat. 382 (U. S. Comp. Stat. 1901, p. 8159), by an action at law; and the other by complaint to the Interstate Commerce Commission under sections 14, 15, 16, as amended by Act June 29, 1906, c. 3591, § 3, 4, 5, 34 Stat. 589, 590 (U. S. Comp. Stat. Supp. 1907, p. 899 et seq.), and the provision of section 16 as so amended, that "all complaints for the recovery of damages shall be filed with the Commission within two years from the time the cause of action accrues," is merely a limitation as to time upon the second method, and does not deprive a party injured of the right to sue at law.—*Lyne v. Delaware, L. & W. R. Co.* U. S. Circuit Court, District of New Jersey. 170 Fed. 847.

Shipper's Load and Count.—A B/L issued by a common carrier is, so far as it acknowledges receipt of the goods, only prima facie evidence of the fact. Where a B/L acknowledges receipt of a stated number of articles, qualified by the expression, "shipper's load and count," it is prima facie evidence of the receipt of the total number of articles stated; but the carrier may overcome the prima facie case thus made by showing that it in fact received a lesser number.—*Atlantic Coast Line R. Co. v. A. Cohn & Co.* Court of Appeals of Georgia. 65 S. E. 355.

Carrier's Duty to Provide Cars.—A carrier must anticipate and provide cars for normal conditions of the traffic unless it has reasons to anticipate other conditions, and during a temporary abnormal condition of traffic it is not required to furnish a car for every one sent off its line in fulfillment of a contract previously made with shippers, though cars wholly beyond the control of a carrier are the same as if not owned by it, and their places must be supplied with others.—*Midland Valley R. Co. v. Hoffman Coal Co.* Supreme Court of Arkansas. 120 S. W. 380.

Validity of Contract for Sale of Malt.—A memorandum of sale by defendant to plaintiff at a price and on terms therein stated of 25,000 bushels of No. 1 standard malt, to be delivered as ordered during the season of 1906 and 1907, "subject trial car," and signed by both parties, constituted a binding contract which entitled plaintiff to delivery of the malt on his order made in the spring of 1907, the provision for a trial car being one for his benefit solely, and which he could waive.—*Columbia Malting Co. v. Church.* U. S. Circuit Court of Appeals. 170 Fed. 309.

Delivery of Cars Beyond Carrier's Line.—Rev. St. 1895, art. 4575, provides that a railroad company shall deliver cars loaded or empty destined to points on the line of connecting railroads without delay or discrimination. A railroad commission under Rev. St. 1895, art. 4575, creating the commission, and under article 4574, promulgated an order providing that every railroad company operating a railroad between points within the state shall receive, when tendered to it by a shipper at a station on its line, every loaded car intended for transportation over its line, and thence to a point on any connecting line, and shall haul the same over its line and its junction with the next connecting line, and deliver it to the connecting line for further transportation. A railroad company, having just enough cars to satisfy the traffic on its own line, refused to receive for transportation beyond its own line one of its own cars, and a penalty was assessed against it therefor. Held, that the statute and order not making any provision to compensate the carrier for the loss or delivery of cars getting beyond its control, if construed to compel the carrier to carry and deliver its own cars beyond its own line under such circumstances, is unconstitutional as taking property without compensation under Const. U. S. Amend. 5, and Const. Tex. art. 1, § 17.—*Gulf, C. & S. F. Ry. Co. v. State.* Court of Civil Appeals of Texas. 120 S. W. 1028.

Shippers should be very careful in handling new oats. Don't become over-anxious about buying them with the market in its present condition. We are apt to have a bad market to work on for some time to come. In many sections the crop is not up to its usual standard in quality.—Harry W. Kress.

Gov. John Burke of North Dakota has issued a proclamation naming Oct. 7 "Durum Bread day" in that state. The people of the state are urged by the governor to observe the day by using only bread made from durum wheat flour. The request has been made also by the governor that the agricultural dept give special attention to the observance of "Durum Bread day."

Feedstuffs

Manufacturers and officials representative of a large part of the United States recently were in conference at Washington to draft a uniform law on the proper constituents of feed, which measure it is proposed to have passed by the legislatures of all the states. Thirty-three states have feed laws, but it was proposed that by the adoption of a uniform act variance in the regulations will be eliminated. Five requirements are suggested in the proposed feeding-stuff law. These are: The bag should show the number of net pounds in the package; the chemical analysis should be correctly and truthfully set forth; the name of each ingredient should be clearly stated on the tag; the sale of any commercial feeding stuff that is poisonous or deleterious to domestic animals, should be prohibited, and a punishment for violation should be provided.

The second annual meeting of the National Alfalfa Millers Ass'n was held Sept. 23-24 at Wichita, Kan. Among leading topics discussed were "Growing of Alfalfa," by R. M. Piatt of Wichita; "The Insurance Problem," by C. L. Thompson of Winfield and C. H. Ridgeway of Kansas City, Mo.; "A Uniform Feed Law," by J. C. Reid, St. Louis, Mo.; "Color vs. Analysis as Price Maker," by E. N. Sapp of Hutchinson and L. L. Wiles of Cherokee, Okla.; "Difficulties of Marketing a New Feed," by J. W. Anderson, Kansas City, Mo.; "Kansas Alfalfa," by F. D. Coburn, sec'y State Board of Agriculture, Topeka; and "Position of Alfalfa Among the Assets of the New State," by C. F. Barrett, sec'y State Board of Agriculture, Guthrie, Okla.

An opportunity for an inventive genius is held out by the Champion Feed Co. which is removing from Tarkio to St. Joseph, Mo., and is erecting a \$60,000 plant in the latter city. What the company desires to learn is how to construct a tank or bin so that a mixture of cooked and ground molasses, alfalfa and other ingredients won't cake therein. The company will manufacture feed at its new plant on a large scale but before it begins some disadvantages under which it has been laboring at Tarkio will have to be overcome. One of these is the faulty tanks. An attempt was made to operate a drill in the center of the mass so as to break it up and permit its passage thru a hopper at the bottom, but all the drill did was to bore a smooth-side hole thru the contents of the tank which made things no better than they were at first.

In 1891 Kansas' area in alfalfa aggregated 34,384 acres; in 1909, it was 992,663 acres. Seven years ago the alfalfa acreage for the first time exceeded that of timothy. The 1909 statistics show, and for the first time, that the State's alfalfa area is greater than that of the timothy, clover, blue-grass, orchard-grass, and other tame grasses combined. Alfalfa ranks third in aggregate area, corn and wheat only preceding it. Thirty-nine counties have slightly over 80 per cent of the State's alfalfa, and collectively they cover much the same territory as those of the so-called "wheat belt" of Kansas, in the central third of the State, and by bodily shifting its boundaries a tier or two of counties eastward a still more definite idea may be had of the portion of Kansas that grows the bulk of the alfalfa. Among

the foremost alfalfa counties are many of the famed wheat producers, such as Sumner, Dickinson, Sedgwick, McPherson, Cowley, Rice, Saline, Clay, Osborne, Marion and others. While Finney and Meade have places in the 10,000-acre list they are of course disconnected from the main "alfalfa belt," by being so far to the southwest. Shawnee is the easternmost county in the 10,000-acre class.—F. D. Coburn, sec'y Kansas Dept. of Agri.

Proper Menu for Old Boss.

In the present enlightened age even the common domestic animals are receiving the attention of the scientists, not only with respect to their development in classes, but individually. Not long ago one learned professor advocated the frequent use of the toothbrush by the dairy cow, supposedly to be administered by a salaried biped. Now come other scientific gentlemen, aided and abetted by the high brows of the Dep't of Agriculture, who insist on a reform in the matter of feeding the meek-eyed bovine. If these recommendations are followed the prosaic duty of "feeding the cows" will become something of a social function. The menu provided for the milk producers is guaranteed to conform with all the fine requirements of advanced scientific knowledge.

The standardized cow bill of fare, decided upon by the acknowledged authorities on such subjects, while comprising a wide range of cow delicacies, was not chosen merely to improve the nutriment of cowshed repasts. Such a gross commercial viewpoint was not permitted to govern in the matter. In preparing the menu it was recognized that etiquette and social formality are woefully lacking during the average bin banquet. Noisy munching, distressing stamping, and uncalled for swishing figure too frequently in otherwise well ordered pastures and dairies. With the new menu arrangement

the sensibilities of the hired man no longer will be jolted while in his capacity of chef and garcon combined.

Another point scored concerned the labeling of stable 'delicacies.' Innocent, trusting cows—and horses, too—no more will be gulled by artistic but misleading labels on the food sacks. Ere long, if the horse and cattle caterers have their way, every intelligent beast in this broad land will be strictly wise to every sort of doped nourishment.

Here's the menu for one day, just as it might appear, engraved in Gothic and the capitals in gilt, on the pink menu cards of some exclusive, ultra cattle ranch:

BREAKFAST.

Hay.
Cottonseed and meal.
Oats. Scrambled corncobs.

LUNCHEON.

Hay.
Linseed oil meal.
Additional hay.

DINNER.

Hay.
Cornstalks hashed with green corn.
Oats.

This bill of fare, it is explained, is subject to change with or without notice—it is no hidebound menu such as is encountered at the average boarding house. It is simply a working model, open to variations. As an initial effort, however, it represents the first notable contribution toward the higher feducation of the cow.

Flour alleged to have been bleached with nitrogen-peroxide, in violation of the pure food laws, was seized a few days ago at Mazomanie and Madison, Wis., a carload at each station. Instructions have been issued by the district attorney to make other seizures in the western district of Wisconsin. All the flour thus far taken is the output of the Columbus Roller Mills, Columbus, Neb. The company will fight the proceedings and make a test of the statute.



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Ruling Against Substitution in Transit.

The prospective enforcement by the Interstate Commerce Commission of its recent ruling that the identical grain or product thereof must go forward on milling in transit rates is occasioning a great deal of apprehension among millers, and grain shippers at terminal market centers.

Substitution was practiced in the movement of hard wheat from Kansas City to Chicago on the thru rate, soft wheat completing the route from Chicago to the southeast, while the hard wheat was diverted at Chicago to the late route. At Fort Worth, Tex., it is said shippers saved \$80 per car on wheat by substitution.

This ruling seems to have been promulgated by the Interstate Commerce Commission without adequate notice to the grain dealers and the milling industry; and on protest by Sec'y A. L. Goetzmann of the Millers National Federation by telegraf, the commission states that if the ruling proves to be an injustice to the milling trade the commission will consider modifications.

The ruling is No. 76 of tariff bulletin No. 17A, as follows:

Substituting tonnage at transit point, adopted June 29, 1909. A milling, storage, or cleaning-in-transit privilege can not be justified on any theory except that the identical commodity or its exact equivalent, or its product, is finally forwarded from the transit point under the application of the thru rate from original point of shipment. It is, therefore, not permissible at transit point to forward on transit rate a commodity that did not move into transit point on transit rate,

or to substitute a commodity originating in one territory for the same or like commodity moving into transit point from another territory, or to make any substitution that would impair the integrity of the thru rate.

It is not practicable to require that the identity of each car load of grain, lumber, salt, etc., be preserved, but, in the opinion of the commission, it is not possible to lawfully substitute at the transit point any commodity of a different kind from that which has moved into such transit point under a transit rate or rule. That is to say, oats or the products of oats may not be substituted for corn, corn or the products of corn for wheat, nor wheat or the products of wheat for barley, nor may shingles be substituted for lumber, or lumber for shingles, nor may rock salt be substituted for fine salt, nor fine salt for rock salt; likewise oak lumber may not be substituted for maple lumber, nor pine lumber for either oak or maple, nor may hard wheat, soft wheat or spring wheat be substituted for either of the other. These illustrations are not given as covering the entire field of possible abuses, but as indicating the view which the commission will take of such abuses as they may arise.

To the end that abuses now existing at transit points may be limited, carriers will be expected to conform their transit rules and their billing to the suggestions of this rule. In the event of the failure of any carrier so to do, reductions of legal rates caused by transit abuses will be regarded as voluntary concessions from legal rates.

The fourth annual session of the Dry Farming Congress will be held in Billings, Mont., Oct. 26, 27 and 28.

Reparation Allowed.

Refunds of amounts paid for equipping cars with grain doors have been ordered by the Interstate Commerce Commission in the application by the H. L. Halliday Milling Co. against the St. Louis, Iron Mountain & Southern for \$1; by the Mound City Elevator & Grain Co. against the same road for \$7.20; by the Merchants Elevator against the same road for \$17.60 and by the Rogers Elevator Co., also against the same road, for \$11.20.

Refunds of overcharges on grain shipments have been ordered paid to the Vollmer Clearwater Co., Ltd., Marfield, Tearse & Noyes, W. H. Crozier, and Russell Grain Co.



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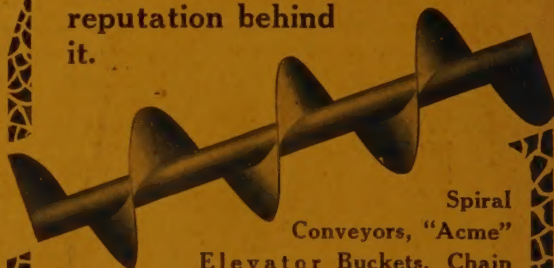
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